



Public Opinion Research Study: Oceans Protection Plan – Canadians’ Confidence in Marine Safety 2022

Findings Report

Prepared for Transport Canada

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This public opinion research report presents the results of an online survey conducted by EKOS Research Associates Inc. on behalf of Transport Canada. The research study was conducted with 2,791 Canadians in February 2022. Twenty-five one-on-one interviews with Indigenous participants were also conducted during the same time.

Cette publication est aussi disponible en français sous le titre : Recherche sur l'opinion publique : Plan de protection des océans – la confiance des Canadiens à l'égard de la sécurité maritime 2022.

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EXECUTIVE SUMMARY

A. BACKGROUND AND OBJECTIVES

The Oceans Protection Plan is the largest investment ever made to protect Canada's coasts and waterways. It was launched in late 2016 to establish a world-leading marine safety system that provides economic opportunities for Canadians today, while protecting our coastlines for generations to come.

Transport Canada identified a need for public opinion research to measure Canadians' and Indigenous peoples' confidence in Canada's marine safety system, and their awareness of the Oceans Protection Plan. This research will inform communications planning, outreach, and engagement, as well as serve to measure improvement in relationships with Indigenous peoples in marine safety.

B. METHODOLOGY

The survey is comprised of 2,791 completed cases using a random probability sample with a margin of error of up to +/-1.9 %, including 2,224 with the general public (with an associated margin of error of up to +/- 2.1%) and 600 with Indigenous peoples in Canada (with an associated margin of error of up to +/- 4.1%). The survey relied on a mix of panel and random public sources, with collection taking place online and through a team of trained, bilingual interviewers between late January and late February 2022. Findings are reported separately for the general public and Indigenous peoples of Canada, and results are compared with a 2018 baseline survey of 3,407 (2,168 general public and 1,239 Indigenous peoples) and 2020 survey of 2,702 (2,141 with the general public and 561 with Indigenous peoples).

In a second phase, qualitative one-on-one interviews were conducted by telephone with 25 individuals from Indigenous coastal communities. This includes five interviews conducted in the Pacific Region, one in the Arctic Region, six in Quebec, one in Ontario, and four in the Atlantic Region. Two more were also conducted with national Indigenous organizations. Interviews were conducted between late January and early March 2022.

The process for collection is described separately in Appendix A (Survey) and Appendix B (Indigenous one-on-one interviews). Appendix C presents the survey questionnaire and Appendix D presents the interview guide for Indigenous one-on-one interviews.

C. KEY FINDINGS

Public Awareness, Perceived Importance and Confidence

There is limited awareness in the Canadian public regarding marine safety, including safe shipping practices in Canada and marine environment protection. Fewer than one in ten members of the general public rated themselves as aware and two in three said they are unaware, which is a drop from 14% and 17% in 2020 and 2018. Awareness is higher among Indigenous peoples (17% and 22%) and even higher among residents of coastal communities. Most Canadians (70% to 82%), however, feel that marine safety and protecting the marine environment are important. The same level of importance is also found among Indigenous peoples although it is considerably higher among those living in coastal communities (81% to 90%) and on par with previous years.

Public confidence in Canada's marine safety system is modest with roughly one in four members of the general public and coastal communities responding that they are confident. In comparison, four in ten members of the general public and coastal communities indicate moderate confidence. Confidence is lower with Indigenous peoples (18%). The results for the general public are slightly lower than in 2020 and 2018 in terms of confidence, and a slight decrease from 32% to 25% amongst people living in coastal communities. In both the general public and Indigenous samples, confidence is considerably higher among those most aware. Key sources of weaker confidence stem from stories people have heard or read in the news (56%), what is witnessed in the community (25%), or what people say on social media (14%), which is similar to the sources reported by those who are confident.

Results suggest that Canadians have a higher level of confidence in the Oceans Protection Plan than marine safety in Canada overall. Among members of the general public, 65% said they are confident or moderately confident that the Oceans Protection Plan will improve marine safety and responsible shipping along Canada's waterways. The same proportion is confident or moderately confident that the program will protect Canada's marine environment. Over 70% of Indigenous peoples surveyed are confident or moderately confident that the program will offer new possibilities for Indigenous communities.

Awareness and Perceived Importance of Government Programs

Awareness of marine programs, regulations, or activities operated by the Government of Canada is quite high. Three in four are aware the government has a program to respond to accidents, such as oil spills contributing to marine pollution. Another six in ten think there is a

program to prevent accidents or monitor marine pollution, and just under half think that the Government of Canada works closely with Indigenous peoples and coastal communities to protect Canada's coasts and waterways. Awareness of a Government of Canada program is slightly higher in coastal communities, and on par with previous results. The pattern is very similar among Indigenous peoples.

One in six in the Canadian public said that they have heard or seen something about the Government of Canada's Oceans Protection Plan (one in four among Indigenous peoples), with marginally higher awareness in coastal communities. Prompted awareness following a description of the program is substantially higher at 32% among the general public and 36% among Indigenous peoples. Key sources of awareness of the program are traditional media (television, newspapers and radio), as well as the Internet, followed by social media and word of mouth. Social media, word of mouth and community newspapers are more prominent sources among Indigenous peoples. The most prominent messages recalled relate to government efforts to prevent and respond to marine pollution and accidents, updating of regulatory and legislative regimes, and preserving and restoring the marine ecosystem. Recall of these specific elements of the Plan is roughly similar to 2020 results and higher than in 2018. Recall of government collaboration with Indigenous peoples and coastal communities is marginally lower among Indigenous respondents.

There is limited distinction regarding the importance of most key elements of the Oceans Protection Program, which was also seen in 2020 and 2018. Top elements considered important by more than eight in 10 members of the general public and of Indigenous peoples are:

- Strengthening polluter-pay principles to ensure companies take responsibility for spills;
- Making marine pollution response stronger, better and faster;
- Protecting and restoring coastal ecosystems; and,
- Protecting Canada's endangered whale species.

Other areas seen as important among half to three-quarters of members of the general public and Indigenous peoples in Canada are:

- Investing in scientific research to support decisions about marine safety;
- Boosting marine safety in the Arctic;
- Bringing more Canadians and Indigenous peoples into the marine safety system; and,
- Removing wrecked and abandoned vessels.

Perceived Impact of Programs

The perceived impact of the Oceans Protection Plan (OPP) is generally high. About six in ten members of the general public believe that the Plan will have a positive impact on the health of marine animals and plants, including the protection of endangered whales, and the health of Canada's coasts and waterways. Half feel that the plan will have a positive impact on the safety of the shipping industry and on the health of people living in Indigenous and other coastal communities, and on local economies near Canada's coasts and waterways.

These results are echoed among Indigenous peoples, although slightly stronger with respect to the health of people living in Indigenous and coastal communities and on the health of marine life. Related to the program's three primary objectives, three in ten Canadians feel confident the Oceans Protection Plan will improve marine safety and responsible shipping practices and protect Canada's marine environment, and slightly fewer are confident it will offer new possibilities for Indigenous and coastal communities. Confidence is marginally higher, however, among Indigenous peoples in Canada (30% to 36%), but lower than found in 2020 and 2018.

Public confidence in the Oil Spill Response System is similarly modest, with three in ten indicating confidence in the system's ability to clean up an oil spill and/or provide a timely response to a spill. Only one in five feel confident the system can ensure that industrial polluters will be made to pay and affected communities will be compensated. Confidence is lower among members of the general public relative to previous years, however, among Indigenous peoples this is only the case for making polluters pay.

Roles in Developing Marine Safety

Results highlight a strong public preference for having all three levels of government play a significant role in developing marine safety. Eight in ten members of the public believe the federal government should play a strong role, and two in three say their provincial government should be similarly tasked. Just under half would like their local or regional government to play a significant role. Results are similar to previous years. Indigenous respondents are less supportive of a federal role (69%) or provincial role (56%), and more strongly advocate for local government involvement (56%). In each case results are lower than found among Indigenous peoples in 2020, although there is less of a difference when compared with 2018.

Public perceptions of the role taken thus far, however, are considerably weaker. Fewer than four in ten members of the general public believe that the federal government has played a lead role. One in six think the same about their provincial government and one in eight believe

their local government has played a strong part. Results among Indigenous peoples are similar and the pattern among both groups reflects results in previous years, particularly since 2020.

Seven in ten members of the public, and more than eight in ten Indigenous respondents, believe it is important that Indigenous peoples and coastal communities work closely with the federal government. Just over four in ten members of the public and 58% of Indigenous respondents feel it is important for citizens to provide input into these decisions. The importance of personal input is lower than in previous years among the general public and among Indigenous peoples. In terms of the need for a close working relationship between the Government of Canada and Indigenous and coastal communities, results are similar to previous years among the general public. A higher proportion of Indigenous peoples, however, argue for a close working relationship (83%).

One in five members of the public and four in ten Indigenous peoples have looked for information about marine safety, largely looking to the Internet, Transport Canada or other Government of Canada websites, and news from traditional media as sources. The incidence of looking for information has increased among Indigenous peoples relative to 2020. Use of social media, family and friends, as well as someone working in marine transportation and safety or shipping are more likely sources among Indigenous peoples than they are among the general public. Very few members of the general public feel that more detailed involvement, through participation in engagement sessions is necessary (4%). It is only marginally higher (9%) among Indigenous peoples.

According to three in four members of the general public and eight in ten Indigenous peoples, there is strong value perceived in the Government of Canada's reporting to Canadians about its performance in improving marine safety. Incidence and record of clean up related to spills (83% to 90% of both the general public and Indigenous peoples), as well as implementation of new regulations to safeguard shipping practices, are seen as good performance indicators (71% the general public and 80% of Indigenous peoples). Another two in three members of the public and three in four Indigenous peoples also feel it is a good idea to report on training activities for Indigenous and coastal community residents.

Highlights of Indigenous Participant Interview Findings

The ocean and waterways continue to be a fundamental element of culture, nourishment, transportation, and economy, according to most key informants. The waterways allow for Indigenous and coastal communities to connect with other communities, expand hunting and fishing regions, and receive supplies. Marine shipping has affected many of the communities.

Most key informants noted increased shipping traffic, shoreline erosion, and safety concerns, limiting the ability to access the water and marine harvesting.

According to most key informants, the Government of Canada should have a lead role in developing marine safety initiatives, including safe shipping and improving the prevention of and response to marine pollution incidents. Most key informants noted that only the federal government has the ability to create and enforce regulations and legislation to protect Canada's coasts, along with the funding to support activities, including training and equipment. However, most key informants believe that it is important for Indigenous and coastal communities to have the opportunity to identify needs and priorities in their regions, incorporate traditional knowledge in the development of activities and solutions, and have a larger role in protecting Canada's coast. Key informants support the idea of the Government of Canada continuing to provide Indigenous communities with training, equipment and expertise to help protect Canada's coasts, and provided examples of these activities.

Most key informants initially heard about the OPP through announcements by the Government of Canada in late 2016. In contrast to previous studies in 2018 and 2020 where an awareness of OPP was moderate or forming, most key informants interviewed state that they are knowledgeable about the goals and activities of the OPP. Most key informants said they endeavoured to learn more about OPP, perceiving it would be of benefit to their community. Many key informants indicated that although Indigenous communities were consulted and engaged through OPP, decisions about marine safety had already been made by the government prior to the consultations.

Most key informants identified areas that are working well with regards to the OPP. General capacity building of communities in order to participate in activities to protect Canada's coasts was mentioned by many key informants, achieved through training and funding to hire staff and obtain equipment. The perception of a more open approach by the Government of Canada, and notably by Transport Canada employees, was identified by most key informants as contributing positively to OPP implementation.

The creation of partnerships between the Government of Canada and Indigenous communities is critical, according to all key informants. They also note that the federal government must be open to changing the structure of how they interact with Indigenous communities to allow them to participate in a partnership on marine safety. For a partnership to be effective, there needs to be an opportunity for equal input "at the table" in terms of identifying needs and solutions. OPP has been an effective tool for building meaningful partnerships, according to many key informants. Partnerships between the government of Canada and Indigenous

communities has helped to identify needs of the community and opportunities to engage in activities related to marine safety.

D. NOTE TO READERS


Detailed findings are presented in the sections that follow. Overall results for the 2022 survey are presented in the main portion of the narrative and are typically supported by graphic or tabular presentation of results. Results are also compared in the text with the 2020 and 2018 survey findings, where relevant. Results of these two previous surveys are also presented in charts and tables in columns under the heading “2020” and “2018”. Where there are significant differences between the general public and Indigenous populations, as well as between coastal and non-coastal community residents, these differences are also described in the main paragraph. Results may not total to 100% due to rounding.

Bulleted text is used to point out any statistically and substantively significant differences between sub-groups of general public and Indigenous respondents. If differences are not noted in the report, it can be assumed that they are either not statistically significant¹ in their variation from the overall result or that the difference was deemed to be substantively too small to be noteworthy.

E. POLITICAL NEUTRALITY CERTIFICATION

I hereby certify as Senior Officer of EKOS Research Associates Inc. that the deliverables fully comply with the Government of Canada political neutrality requirements outlined in the Policy on Communications and Federal Identity and the Directive on the Management of Communications. Specifically, the deliverables do not include information on electoral voting intentions, political party preferences, standings with the electorate, or ratings of the performance of a political party or its leaders.

Signed by:



Susan Galley (Vice President)

¹ Chi-square and standard t-tests were applied as applicable. Differences noted were significant at the 95 % level.

DETAILED FINDINGS

A. SUMMARY OF FINDINGS FROM THE SURVEY

Perceptions of Marine Safety

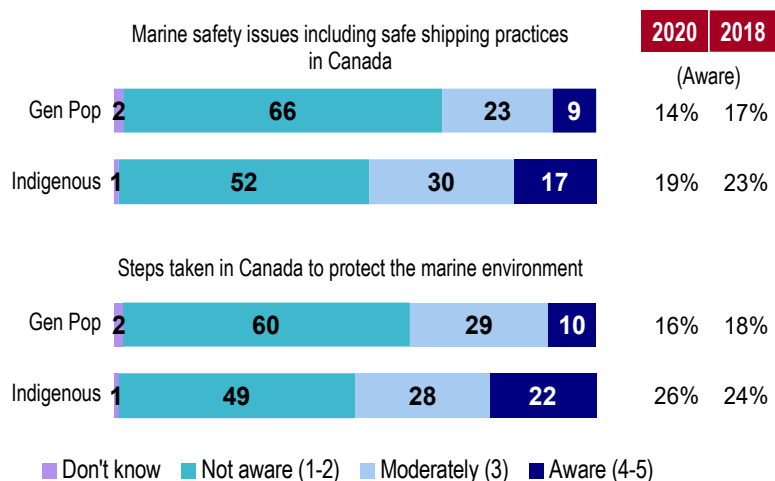
Awareness

Most of the Canadian public demonstrate limited awareness of marine safety and marine environment protection. Although only 9% of the general public said that they are aware of marine safety issues including safe shipping practices in Canada, 23% are moderately aware and two-thirds (66%) are not aware. Similarly, only 10% of the general public said they are aware of the steps taken in Canada to protect the marine environment, whereas 29% are only moderately aware, and 60% are not aware of the steps taken. In both cases results are lower than found in 2020 and 2018 when 14% to 17% and 16% to 18%, respectively were aware in each segment.

Awareness is somewhat higher among Indigenous people in Canada. One in five (17%) is aware of marine safety issues, although 30% are only moderately aware and half (52%) are not aware which is similar to results from 2020, but marginally lower than found in 2018. In terms of steps taken to protect the marine environment, 22% are aware, although 28% are only moderately aware and half (49%) are not aware, which is similar to results from 2020 and 2018.

As in 2018, residents of coastal communities are typically more aware of these issues, with 20% and 21% indicating awareness of marine safety issues and steps taken to protect the marine environment, compared with 5% and 6% of residents of other parts of Canada. Awareness is also higher among Indigenous coastal residents (32% regarding both marine safety and protective steps taken).

Chart 1: Awareness of Marine Issues



Q1a-b: “How would you characterize your level of awareness (e.g., the degree you feel informed) about each of the following?”

Base: GP n=2224, Indigenous respondents n=602; 2018 GP n=2168, Indigenous respondents n=1239

- In the general public, residents living in British Columbia and Atlantic Canada are more likely than those in other regions to say they are aware of both issues.
- Older Canadians, age 55 and over, are also more apt to be aware of both issues.
- Awareness is also higher in rural and remote regions compared with urban communities.
- Among Indigenous peoples specifically, awareness is higher in British Columbia and remote communities, as well as among men. Awareness of steps taken to protect marine environment is also higher among residents of the Territories and among those 55 or older.

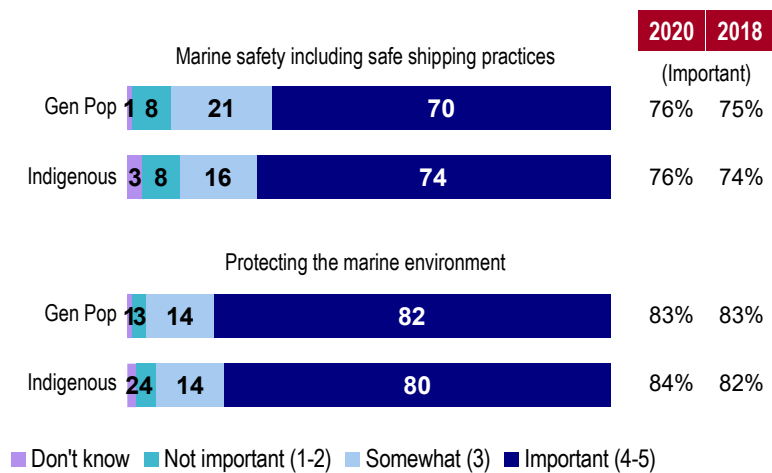
Importance of Marine Issues

Most Canadians feel that marine safety and protecting the marine environment is important. As in previous results, 70% of the general population feel that marine safety including safe shipping practices is important, which is somewhat lower than in previous years. On par with 2020 and 2018, 82% believe that protecting the marine environment is important, and very few Canadians believe these issues are not important.

The perceived importance among Indigenous peoples is similar to the general population and results from 2020 and 2018, with 74% rating marine safety including safe shipping practices as important, and 80% believing the protection of the marine environment is important.

The importance of these issues is felt more strongly in coastal communities, with 89% indicating protecting the marine environment as important compared with 80% in non-coastal residents, and 81% saying that marine safety is important compared with only 66% among non-coastal residents. Similarly, among Indigenous peoples in coastal communities, 86% rate marine safety as important compared with 68% in non-coastal communities, and 89% rate protection of marine environment as important compared with 74% in non-coastal communities.

Chart 2: Importance of Marine Issues



Q2a-b: “How important would you say that each of the following are to you?”

Base: GP n=2224, Indigenous respondents n=602; 2018 GP n=2168, Indigenous respondents n=1239

- The general public living in British Columbia and Atlantic Canada are more likely than others across the country to say each factor is important.
- Older Canadians, age 55 and over, are more apt than younger Canadians to see both as important.
- In the Indigenous sample, residents of British Columbia and the Atlantic are more likely to see marine safety and protection of the marine environment as important. This is also true of residents of the Territories, as well as rural and remote communities when it comes to protection of the marine environment. The latter is also true of those who are 35 to 44, or 55 or older. It is least likely among First Nations who are not living on a reserve.
- In both the general public and Indigenous samples, awareness and perceived importance of these issues go hand in hand to some extent. That is, those more aware are also more apt to rate the importance as high (or vice versa).

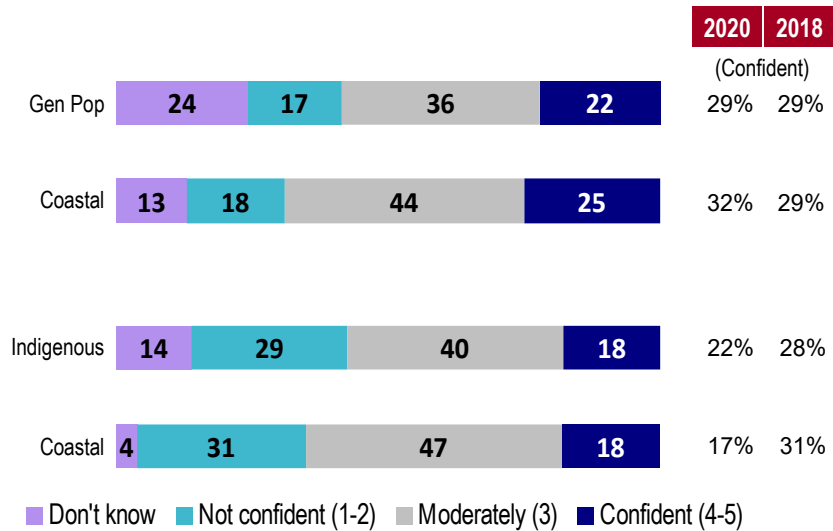
Confidence in Marine Safety System

One in five members (22%) of the general public said they are confident in Canada's marine safety system, while 36% indicated moderate confidence and 17% said they are not confident. Confidence is lower in 2022 than found in 2020 and 2018 (29% in each).

Confidence in Canada's marine safety system is lower among Indigenous peoples than the general public, and compared with 2018 results. Eighteen percent said they are confident in Canada's marine safety system, although 29% lack of confidence (compared with 22% in 2020 and 28% indicating confidence in 2018).

Confidence is similar in coastal communities among the general public (25% vs. 21%), and residents of coastal communities (18% for coastal and non-coastal). Confidence is lower in the general public than it was in 2018 and 2020, and also lower among Indigenous coastal communities compared with 2018, but on par with 2020 results.

Chart 3: Confidence in Canada’s Marine Safety System



Q39: “How confident are you in Canada's marine safety system?”

Base: GP n=2224, Indigenous respondents n=602; 2018 GP n=2168, Indigenous n=1239

- General public residents from British Columbia are typically less confident than others in Canada’s marine safety system (25% are not confident). Confidence is highest in Quebec (34%).
- Confidence is also higher among residents of rural and remote communities (29%) compared with in urban communities (20%).
- Those between the ages of 55 and 64 are most confident (28%), while individuals who are 25 to 34 are least confident (16%).
- Men (28%) are more likely than women (17%) to be confident.
- Inuit are more likely than other Indigenous peoples to say they are confident (31%) in Canada’s marine safety system. This is also true of residents of the Territories (39%) and those in remote communities (30%). Residents in British Columbia expressed less confidence (48% not confident).
- In both the general public and Indigenous samples, confidence is higher among those most aware. Those more aware are twice as likely to express confidence (47% versus 14% among those least aware in the general public, with a slightly wider margin in the Indigenous sample). The difference in confidence levels is not as wide based on perceived importance.

Sources of Information

Opinions about Canada’s marine safety system are shaped by various sources. The stories they have heard or read in the news (55%) are by far the main source, on par with 59% in 2020, but significantly increased from 2018 at 46%. What is witnessed in the community is a distant second source (25%), although much higher for those living in coastal communities (39%). Evidence in the community has also increased marginally from 21% in 2018. Social media is the third most prevalent source (14%) of information; on par with 13% in 2020 and 12% in 2018. Results are similar among those who are confident and those who are not confident in Canada’s marine safety system.

Indigenous peoples typically point to the same three sources, with the highest proportion relying on stories they hear or read in the news (45%). This is roughly on par with previous years. What is seen in the community is a prominent source according to 29% of respondents; 39% among those living in coastal communities compared with only 22% in non-coastal communities. Social media is also more prevalent among Indigenous peoples compared with the general public, but on par with previous years. There is a greater propensity to rely on social media among those Indigenous peoples who are not confident in Canada’s marine safety system.

Table 1: Sources of Concern

Q40. Can you point to something that you have heard or seen that makes you feel this way?

| | 2022 GEN POP | 2020 GEN POP | 2018 GEN POP | 2022 INDIGENOUS | 2020 INDIGENOUS | 2018 INDIGENOUS |
|--|-----------------|-----------------|-----------------|--------------------|--------------------|--------------------|
| <i>n= Those confident (4-5) or not confident (1-2) in marine safety system</i> | 1789 | 1805 | 1871 | 549 | 525 | 1148 |
| Stories I hear or read in the news | 55% | 59% | 46% | 45% | 54% | 42% |
| What I see in my community/around me | 25% | 26% | 21% | 29% | 33% | 24% |
| What people say on social media (e.g., Facebook, Twitter, YouTube) | 14% | 13% | 12% | 20% | 19% | 17% |
| Don't know/No response | 17% | 12% | 20% | 12% | 9% | 20% |

Only items with 5% or more shown

- The general public living in British Columbia (43%), the Territories (66%), and Atlantic Canada (36%), along with residents of remote communities (44%) are more likely than other residents to say what they see in their community makes them feel this way.
- Younger Canadians (under age 25: 31%, and 25 to 34: 22%) are more apt to be concerned about what people say on social media.
- Canadians in Alberta (66%), as well as those between the ages of 25 and 34 (62%) or 65 or older (61%) are more likely than others to form their opinion from stories in the news.
- Indigenous peoples living in urban centres are more likely than those in other parts of Canada to form their opinion based on stories from the news (55%) or on social media (32%). Those in rural (36%) areas are more apt to point to what they see in their community, which is also more prominent in Atlantic Canada (52%) and among First Nations living on-reserve (39%).
- Those who have high awareness of these issues are more likely to say what they see in their community makes them feel this way.

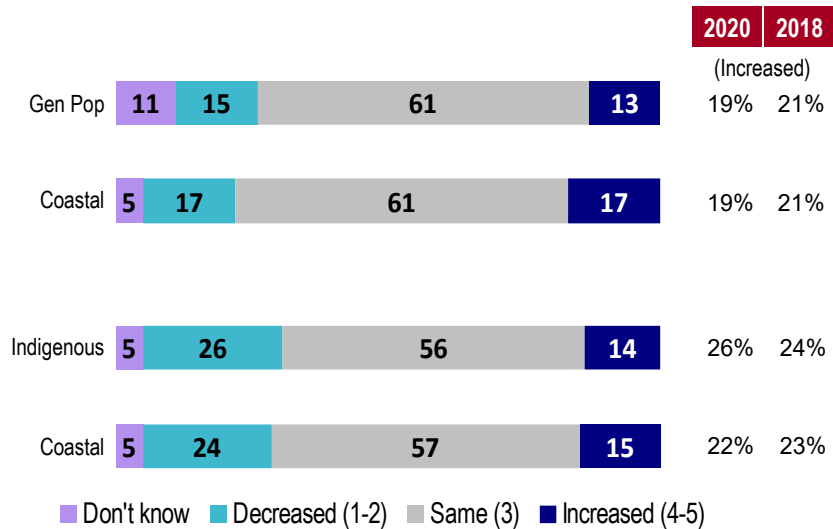
Changes in Confidence

Among the general public 61% indicated that their confidence in Canada’s marine safety system has remained stable over the past five years. One in five (13%) have felt their confidence increase, although confidence has decreased for 15%. These results are different from 2020 and 2018 insofar as the proportion saying “don’t know” has increased significantly, while the proportion pointing to an increase in confidence has declined.

Among Indigenous peoples 56% indicated that their confidence has remained the same, and 14% reported it to have increased. One in four (26%), however, felt it had decreased over the past five years. Confidence is also lower among Indigenous peoples than it was in 2020 and 2018.

Among both the general public and Indigenous peoples’ results are similar between residents of coastal and non-coastal communities. There is, however, a marginally higher increase in confidence coastal communities (17%) compared with non-coastal communities (11%) among the general public.

Chart 4: Changes in Confidence



Q6: “Has your confidence in Canada's marine safety system increased, decreased or stayed the same compared with five (5) years ago?”

Base: GP n=1789, Indigenous respondents n=549, excluding those moderately confident; 2018 GP n=1871, Indigenous respondents n=1148, excluding those moderately confident

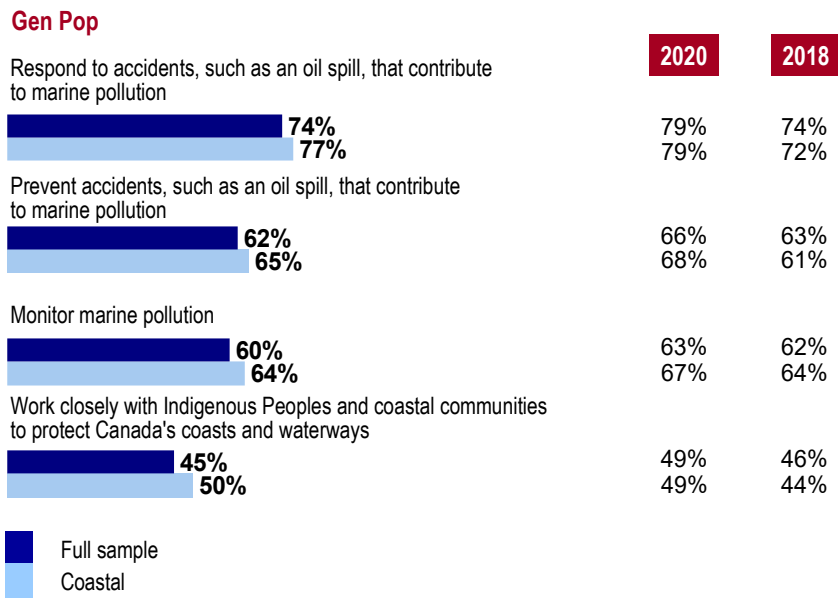
- General public residents of Atlantic Canada are more likely than residents of other regions to have felt their confidence increase (19%). Those in British Columbia are more likely than others to have either increased (17%) or decreased (22%) in confidence.
- Older Canadians, age 65 and over, are more likely than their younger cohorts to say their confidence has increased (20%).
- Among Indigenous peoples, residents in British Columbia (39%) are more likely to say confidence has decreased, which is also the case among those with a university level of education (37%). Confidence more often increased among those 65 or older (29%).
- As described in other results for the general public and Indigenous samples, those most apt to be aware of, and value, the importance of these issues are also more likely to report increased confidence in marine safety over the past five years. Again, the gap is wider among those most and least aware of these issues. For example, 31% of the general public most aware reported increased confidence compared with only 7% of the unaware. This gap is similar between 27% among Indigenous peoples who are most aware and 7% among the least aware.

Awareness of Government Reaction

Canadians in the general population are moderately aware of marine programs, regulations or activities operated by the Government of Canada. Specifically, 74% believe the government has a program in place to respond to accidents, such as oil spills contributing to marine pollution, which has decreased from 79% in 2020 but on par with 2018 results. Six in ten think there is a Government of Canada program to prevent accidents (62%) or monitor marine pollution (60%), which is similar to 2020 (66% and 63%, respectively) and 2018 (63% and 62%, respectively). Just under half (45%) perceive that the Government of Canada works closely with Indigenous peoples and coastal communities to protect Canada's coasts and waterways, also similar to results in 2020 (49%) and 2018 (46%).

Results are similar among residents of coastal and non-coastal communities, although members of the general public living in coastal communities are more likely to see programming that monitors marine pollution (64% versus 58% in non-coastal communities) and respond to accidents that contribute to marine pollution (77% versus 72%), and work closely with Indigenous peoples (50% versus 43% in non-coastal communities).

Chart 5a: Awareness of Government Actions



% YES

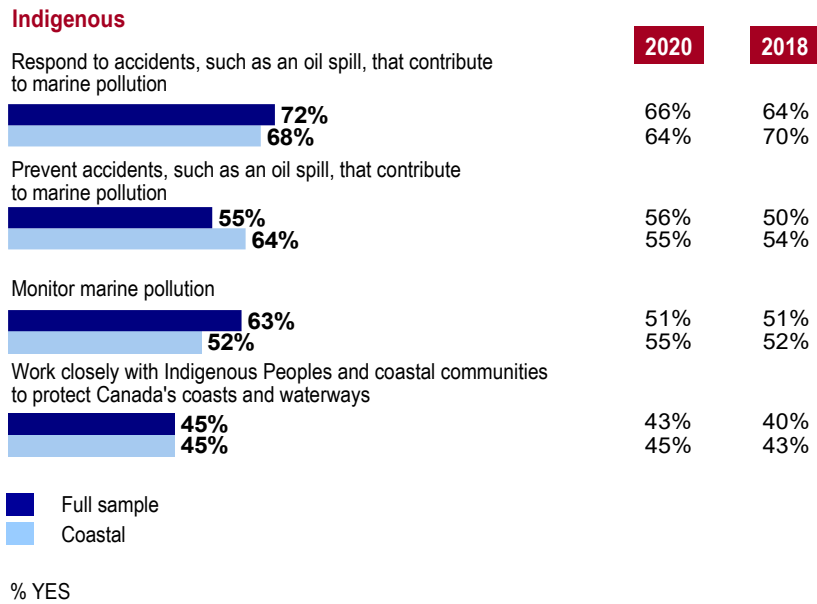
Q4a-d: “As far as you know, does the Government of Canada have programs, regulations or activities in place to...?”

Base: GP n=2224; 2018 GP n=2168

About the sample proportion of Indigenous peoples (72%) as the general public (74%) believe the government has a plan in place to respond to accidents such as oil spills which is higher than found in 2020 (66%) and in 2018 (64%). Six in ten Indigenous peoples (63%) believe there is a plan to monitor marine pollution, which is again higher than in previous years. About half think there is a plan to prevent accidents (55%) which is lower than the general public but roughly on par with previous years. Just under half (45%) feel that the Government of Canada works closely with Indigenous peoples and coastal communities to protect Canada’s coasts and waterways, which is on par with previous years.

Among Indigenous peoples living in coastal communities there is slightly greater acknowledgement of a plan to prevent accidents (64% versus 49% in other communities), but less acknowledgement that there are initiatives in place to monitor marine pollution (52% versus 69% among non-coastal residents).

Chart 5b: Awareness of Government Actions



Q4a-d: “As far as you know, does the Government of Canada have programs, regulations or activities in place to...?”

Base: Indigenous respondents n=602; 2018 Indigenous respondents n=1239

- Residents of the Atlantic and Alberta (72% in each) are more likely than others to say there are programs in place to prevent accidents. The same is also true of residents of the Atlantic (84%) and British Columbia (79%) when it comes to responding to accidents. Residents of Alberta (58%) and British Columbia (50%) are also more likely than others to say that the government works closely with Indigenous peoples.
- Residents of remote communities are most likely to say the Government does not have programs in place in each of these four areas.
- Men are more likely to perceive the government has programs in place for all four actions. The same patterns hold among those with household incomes above \$80,000 with regard to preventing accidents, monitoring pollution and working closely with Indigenous peoples and coastal communities.
- Among Indigenous peoples, Métis (69%), urban residents (73%) and those living in the Prairies (72%) are more likely to say there is a plan for monitoring pollution, which is also true among those under 35 (73%) and the university-educated (73%). Métis (66%), residents of British Columbia (65%), those between the ages of 35 and 54 (69% to 67%), and university levels of education (65%) are each more likely than their Indigenous counterparts, to say there is a plan for prevention of accidents. Recognizing a plan for responding to spills is more likely among those living in the Prairies (82%) and urban areas (77%). A plan for

working with Indigenous and coastal communities is more often noted among Métis (53%), residents of the Prairies (52%) and those with less education (51% of those with high school or less) and income (54% of \$40,000 household income and under).

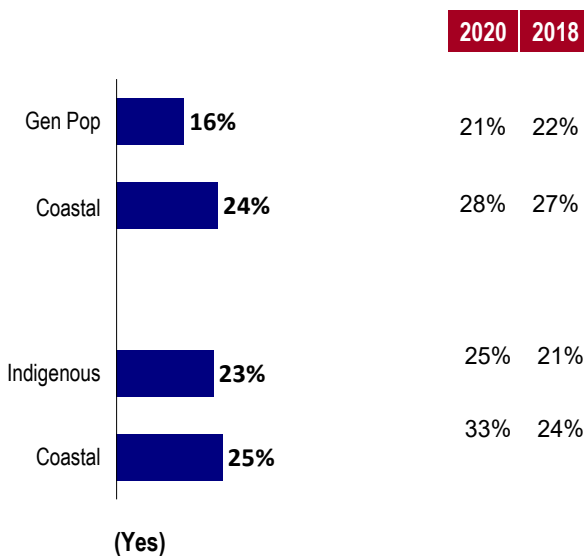
- Naturally, those most aware in general are the most apt to be aware of specific Government of Canada activities. Similarly, those most aware of specific activities are also among the most confident in Canada’s marine system, with a 15 to 25 point spread between proportions of the most and least confident reporting awareness of specific measures being taken by the Government.

Awareness of the Oceans Protection Plan

Those living in coastal regions are more likely to have heard of the Oceans Protection Plan, at 24% in the general public compared to 13% in other areas, and 25% among Indigenous peoples in coastal communities compared with 21% in other areas.

When it comes to the general public, the results are lower. Relatively few Canadians have heard of the Oceans Protection Plan (16%), which is marginally less than in 2020 and 2018. Results are higher among Indigenous peoples in Canada where 23% having heard of the plan; 25% in 2020 and 21% in 2018.

Chart 6: Awareness of Oceans Protection Plan



Q8: “Have you seen, read or heard anything about the Government of Canada's Oceans Protection Plan?”

Base: GP n=2224, Indigenous respondents n=602; 2018 GP n=2168, Indigenous respondents n=1239

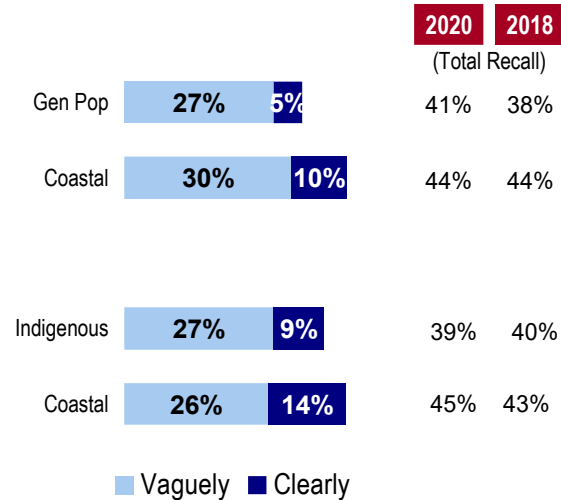
- The general public in the Territories (50%), British Columbia (25%), and the Atlantic Canada (24%), along with those living in rural and remote communities (21% to 25%) are more likely than those in other regions to have heard about the Oceans Protection Plan.
- Canadians 65 or older (20%) are also more likely to have heard of the plan compared with those who are younger.
- Indigenous peoples in British Columbia (42%) are most likely to have heard about the Oceans Protection Plan compared with those in other regions.

Following a description of the Government of Canada Oceans Protection Plan, one in three in the general population indicated they clearly (5%) or vaguely (27%) recall the initiative, which is lower than results from 2020 and 2018. Among those who had previously indicated awareness (i.e., unprompted) 83% again confirmed their awareness following the description, although two in three said they vaguely recalled reading or hearing about the initiative. Among those who had not initially recalled hearing about the Oceans Protection Plan, 19% indicated awareness following the description, although few said they recalled it clearly (1%).

Just over one in three Indigenous peoples likewise recall hearing about the initiative either clearly (9%) or vaguely (27%), which is on par with results from 2020 and 2018. Again, recall among those who had initially said they recalled the program without the benefit of the description is very high (78%), although more than half said they vaguely recalled hearing or reading about it. One in six of those who did not initially recall the program said they remember reading or hearing something about it following the description, although few recalled it clearly (1%).

Those living in coastal communities (10% in the general public and 14% of Indigenous peoples) are more likely than their non-coastal counterparts (4% and 6%, respectively) to clearly recall hearing about the Oceans Protection Plan.

Chart 7: Aided Awareness



Q9: As you may be aware, the Government of Canada launched the Oceans Protection Plan in November 2016. It involves a \$1.5 billion investment to better protect Canada's coasts and waterways and improve marine safety. Do you recall hearing or reading about this initiative?

Base: GP n=2224, Indigenous respondents n=602; 2018 GP n=2168, Indigenous respondents n=1239

- After hearing a further description, those in British Columbia are more likely than those in other regions to clearly (13%) recall the plan. Those in Quebec were least likely to recall it (67% do not recall).
- Among Indigenous peoples, it is residents of British Columbia (60%) who are most likely to recall the Plan compared with others across the country.

Sources of Information (Prompted)

Half (49%) of the general population who have heard about the Oceans Protection Plan learned of the plan through television (on par with 2020 but a slight decrease from 56% in 2018). Nearly one-third recall hearing about the Plan through the Internet (32%; on par with 29% in 2020) or in newspapers (30%; similar to previous years), while slightly fewer point to the radio (23%; decreased from 2020 but on par with 2018). Other sources include social media (16%) or word of mouth (13%). Transport Canada or other federal government websites (9%), community newspapers (7%), and magazines (5%) were mentioned with much lower frequency.

Indigenous peoples who have heard about OPP are marginally most likely to have heard about it through television (54%); more likely to have done so than the general public, and a slight

increase from 45% in 2020 and 50% in 2018. This is also the case for the Internet (52%: higher than the general public and increased from previous years). Social media is also a likely source at 35%); again more likely than the general public and increased from 2020 and 2018. Word of mouth (25%), community newspapers (25%) and magazines (16%) are other fairly common sources, considerably more so than with the general public.

The general public living in coastal communities are less likely to have learned about the OPP through the Internet (25% versus 35% in other communities) or on social media (12% versus 18%). The same pattern is also evident among Indigenous peoples (Internet: 48% versus 55% in other communities, and social media: 28% versus 40%).

Table 2: Sources of Hearing about the OPP
Q10. Where do you recall hearing about Canada's Oceans Protection Plan?

| | 2022 GEN POP | 2020 GEN POP | 2018 GEN POP | 2022 INDIGENOUS | 2020 INDIGENOUS | 2018 INDIGENOUS |
|--|-----------------|-----------------|-----------------|--------------------|--------------------|--------------------|
| <i>n=Those who recall hearing about OPP</i> | 802 | 931 | 889 | 231 | 241 | 500 |
| Television | 49% | 52% | 56% | 54% | 45% | 50% |
| The Internet (general mention) | 32% | 29% | 24% | 52% | 32% | 23% |
| Daily newspapers | 30% | 34% | 28% | 19% | 21% | 18% |
| Radio | 23% | 28% | 22% | 26% | 24% | 15% |
| Social media (e.g., Facebook, Twitter, LinkedIn, YouTube) | 16% | 18% | 15% | 35% | 24% | 20% |
| Word of mouth (through a friend, family or acquaintance) | 13% | 14% | 11% | 25% | 18% | 12% |
| Transport Canada or other Government of Canada website | 9% | 8% | 6% | 12% | 13% | 3% |
| Neighbourhood or community newspapers (i.e., non-daily) online | 7% | 6% | 5% | 25% | 9% | 6% |
| Magazines | 5% | 5% | 4% | 16% | 8% | 4% |

Only items with 5% or more shown

- Members of the general public living in Atlantic Canada are more likely than residents of other regions to have heard about the plan through radio (32%), social media (23%) and word of mouth (23%). Those in British Columbia are more apt to have learned through word of mouth (20%) and neighbourhood or community newspapers (13%).
- Residents of remote communities are more likely than others to have heard about OPP through word of mouth (35%), social media (31%), the Transport Canada website (24%) or magazines (20%). Residents of rural communities are more likely to have learned through television (55%).

- Women (53%), and older Canadians (65+) (64%), are more likely than others to have learned through television. Younger Canadians (25 to 34) are more likely than older counterparts to have learned through the Internet (43%), social media (27%). Men are more likely than women to have heard through the Internet (38%) or daily newspapers (27%).
- Métis are more likely than other Indigenous peoples to have heard about the plan through the radio (35%). First Nations who are not living on a reserve are more likely to point to a number of sources including television (68%), Internet (69%), social media (50%), community newspapers (41%), and word of mouth (42%).

Messaging Recalled

Nearly half of Canadians in the general public who are aware of the Oceans Protection Plan recall hearing that:

- the government plans to improve how it prevents and responds to marine incidents (46%, on par with 2020 and an increase from 40% in 2018);
- the government is updating Canada's regulatory and legislative regime to protect people, vessels, and the environment (38%, although a decrease from 48% in 2020, but a slight increase from 33% in 2018); or,
- the government is preserving and restoring coastal marine ecosystems that are vulnerable to marine shipping (41%, on par with 2020 and an increase from 31%).

One-third recall that the government is collaborating with local communities to address issues related to marine traffic (31%, on par with 2020 and an increase from 24%), or working closely with Indigenous peoples and coastal communities to protect Canada's coasts (34%, on par with 2020 and up from 22% in 2018).

The top mention among Indigenous peoples was also that the plan involves the government improving how it prevents and responds to marine pollution incidents (53%, on par with 2020 but up from 37% in 2018). Indigenous respondents also recall that the plan involves:

- government updating Canada's regulatory and legislative regime to protect people, vessels, and the environment (42%, which is a decrease from 50% in 2020 but a significant increase from 23% in 2018);
- preserving and restoring coastal marine ecosystems (40%, on par with 2020 but an increase compared with 30% in 2018); or,
- collaborating with local communities to address issues related to marine traffic (35%, on par with 2020 but up from 15%).

Nearly half (45%) of Indigenous respondents recall hearing that the government will work closely with Indigenous peoples and coastal communities to protect Canada's coasts (on par with 2020 and a significant increase from 22% in 2018).

Table 3: Recalled Messaging for OPP

Q11. What do you recall hearing about the Plan?

| | 2022 GEN POP | 2020 GEN POP | 2018 GEN POP | 2022 INDIGENOUS | 2020 INDIGENOUS | 2018 INDIGENOUS |
|--|-----------------|-----------------|-----------------|--------------------|--------------------|--------------------|
| <i>n=Those who recall hearing about OPP</i> | 802 | 931 | 889 | 231 | 241 | 500 |
| Government improving how it prevents and responds to marine pollution incidents | 46% | 47% | 40% | 53% | 51% | 37% |
| Government preserving and restoring coastal marine ecosystems | 41% | 41% | 31% | 40% | 38% | 30% |
| Government updating Canada's regulatory and legislative regime to protect people, vessels, and the environment | 38% | 48% | 33% | 42% | 50% | 23% |
| Government working closely with Indigenous peoples and coastal communities to protect Canada's coasts | 34% | 34% | 22% | 45% | 42% | 22% |
| Government collaborating with local communities to address marine traffic | 31% | 33% | 24% | 35% | 32% | 15% |
| | | | | | | |
| Don't know/No response | 19% | 13% | 19% | 13% | 5% | 23% |

Only items with 3% or more shown

- The general public living in Ontario (49%) are more likely to have heard that the government is preserving and restoring coastal marine ecosystems.
- Residents of remote and rural settings are more apt to say they heard how the government is collaborating with local communities to address marine traffic (44% and 38%, respectively).
- Those with the highest education and income are more likely than others to have heard about the government preserving and restoring coastal marine ecosystems (47% and 49%, respectively).
- Among Indigenous peoples, First Nations (68%) not living on a reserve are more likely to say they heard how the government is improving how it prevents and responds to incidents, government working closely with Indigenous peoples and coastal communities (57%), collaborating with local communities to address traffic (52%), and preserving and restoring ecosystems (55%).

- Those with higher awareness, are more likely than others to have heard about efforts to address marine pollution (63%) and ecosystems (51%), as well as collaboration with local communities to address traffic (50%) and working closely with Indigenous and coastal communities (49%).

Importance of the Oceans Protection Plan

The importance of eight priorities of the Oceans Protection Plan is considered by respondents. Strengthening polluter-pay principles to ensure that companies take responsibility for spills that damage marine environments (83%) remains at the top of the list among the general public, although lower than in 2020 at 88%. Four in five of the general public feel that the ability to make marine pollution response stronger, better, faster (81%); protecting and restoring coastal ecosystems (81%), or protecting Canada's endangered whale species (81%) are among the top of the list in terms of important priorities of the plan. This is largely in line with 2020 results.

Investing in scientific research to support decisions on marine safety are important to three in four members of the general public (74%) and 70% say it is important to boost marine safety in the Arctic. Each of these results was slightly higher in 2020. Just under two in three (58%) support the importance of bringing more Canadians and Indigenous peoples into the marine safety system. Just under half (46%) believe it is important to remove wrecked and abandoned vessels.

Each of these areas are rated as important by roughly similar proportions of Indigenous respondents although a higher proportion (69%) believe that bringing more Canadians and Indigenous peoples into the marine safety system is important. Compared with 2020, slightly lower proportions of Indigenous peoples believe protecting and restoring coastal ecosystems, boosting marine safety in the Arctic and removing wrecked and abandoned vessels are important in 2022.

Members of both the general public living and Indigenous peoples in coastal communities are more likely than others to rate each of these areas as important.

Chart 8a: Importance of Oceans Protection Plan Priorities

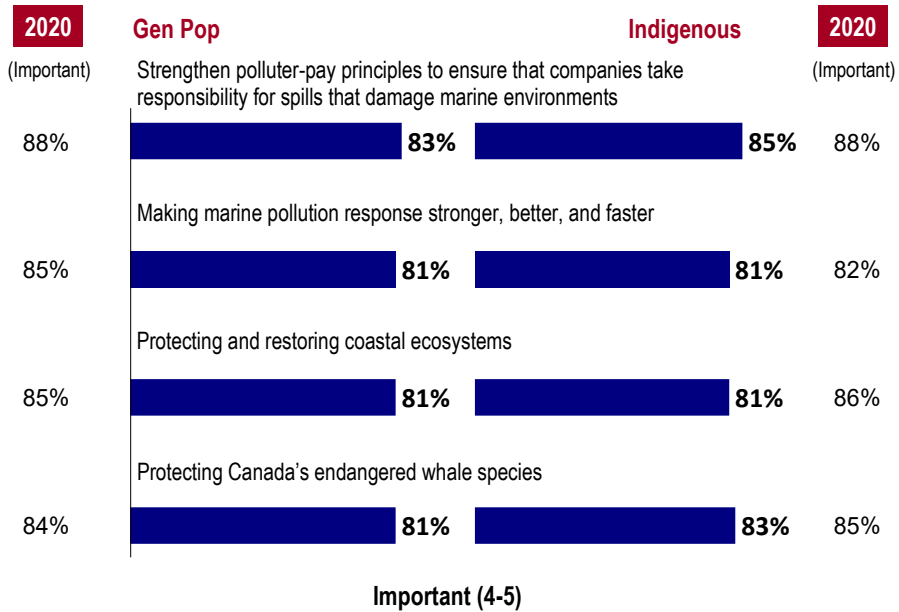
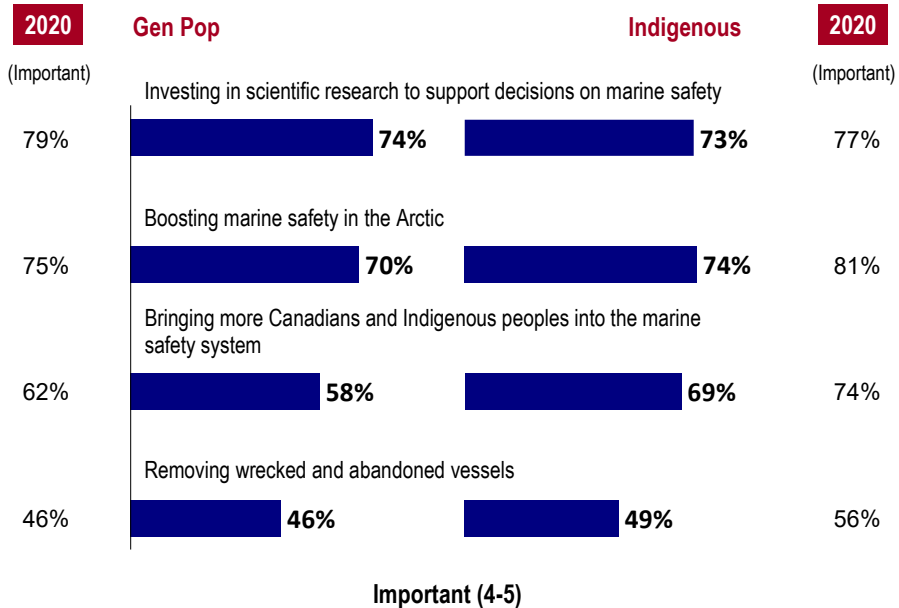


Chart 8b: Importance of Oceans Protection Plan Priorities



Q15a-j: “How important are each of the following aspects of the Government of Canada's Ocean Protection Plan?”

Base: GP n=2224, Indigenous respondents n=602

- Older Canadians are more likely than younger counterparts to feel most of the priorities are important, with the exception of protecting whales, where ratings did not vary by age.
- Women are more likely than men to feel that each is important with the exception of boosting marine safety in the Arctic.
- Those born outside of Canada are more likely to say it is important to bring more Canadians and Indigenous peoples into the marine safety system (65%), making marine pollution response stronger (85%), protecting endangered whales (85%) and removing wrecked and abandoned vessels (56%).
- Residents of British Columbia are more likely than others across the country to see most of these as important including making polluters pay (86%) protecting and restoring coastal ecosystems (85%), investing in scientific research to support decisions (81%), boosting marine safety in the Arctic (76%), removing wrecked and abandoned vessels (66%), and bringing more Canadians and Indigenous peoples into the marine safety system (64%).
- Canadians from Quebec are more likely to say it is important to protect and restore coastal ecosystems (85%), and protect endangered whales (85%).
- Residents of Atlantic Canada (59%) are second to British Columbia, but more likely than others across Canada to say it is important to make the marine pollution response stronger (84%), and bring more Canadians and Indigenous peoples into the marine safety system (67%).
- Those living in the Territories are more likely than others to point to the investment in scientific research to support decisions as important (90%).
- Among Indigenous peoples, those over 65 years of age and in some cases 55 years of age are more likely than others to say each of these are important.
- Among Indigenous peoples, residents of British Columbia are more likely than others across the country to see the importance of almost all of these areas. This is also true of residents of Quebec when it comes to protecting endangered whales (91%) and the marine ecosystem (88%).
- Similarly, residents of rural and remote communities are generally more likely to see the importance of most of these areas compared with urban residents.
- Indigenous women are more likely than men to see the importance of protecting endangered whales (87%) and the marine ecosystem (85%).
- Inuit (89%) and First Nations people not living on a reserve (81%) are more likely to see the importance of bringing more Canadians and Indigenous peoples into the marine safety system.
- Those with higher awareness are more likely than others to see the importance of bringing more Canadians and Indigenous peoples into the marine safety system, protecting and restoring coastal ecosystems, removing wrecked and abandoned vessels, investing in scientific research to support marine safety decisions, and boosting marine safety in the Arctic.

Impact of the Oceans Protection Plan

Largely unchanged from previous years, two-thirds of the general public believe that the Oceans Protection Plan will have a positive impact on the health of marine animals and plants (63%), including protection of endangered whales (60%), and the health of Canada's coasts and waterways (62%). Half (49%; down from 55% in 2020 and 58% in 2018) feel that the plan will have a positive impact on the safety of the shipping industry. Roughly half think there will be a positive impact on the health of people living in Indigenous and other coastal communities (51%), or on local economies near Canada's coasts and waterways (46%).

Indigenous peoples similarly feel that the Oceans Protection Plan will have a positive impact on the health of marine animals and plants (69%, higher than 61% in 2020 but largely on par with the 66% reported in 2018), the protection of endangered whales (64%) and the health of Canada's coasts and waterways (64%). Fewer feel that the Plan will impact the safety of the shipping industry (44%) compared with 49% in 2020 and 57% in 2018. Over half (57%) still feel that the Oceans Protection Plan will positively impact the health of people living in Indigenous and coastal communities, which is largely on par with previous years. Fewer also believe the Plan will have a positive impact on local economies near Canada's coasts and waterways (46%, on par with 2020 but lower than 51% reported in 2018).

Among members of the general public, there are no differences between the views of coastal and other residents when it comes to the positive impact of the OPP. Among Indigenous residents of coastal communities, however, a higher proportion believe there will be a positive impact from OPP on the safety of the shipping industry (50%) compared with Indigenous residents of non-coastal areas (41%).

Table 4: Impact of Oceans Protection Plan

Q16a-e: “What kind of impact do you think the Ocean Protection Plan will have on the following?” % Positive (4-5 on 5-point scale)

| | Gen Pop | Indigenous | 2020 GP | 2020 IND | 2018 GP | 2018 IND |
|---|---------|------------|---------|----------|---------|----------|
| <i>n=</i> | 2224 | 602 | -- | -- | -- | -- |
| <i>The health of marine life and plants</i> | 63% | 69% | 67% | 61% | 65% | 66% |
| <i>The health of Canada's coasts and waterways</i> | 62% | 64% | 66% | 62% | 64% | 65% |
| <i>Protecting endangered whales</i> | 60% | 64% | -- | -- | -- | -- |
| <i>The safety of the shipping industry</i> | 49% | 44% | 55% | 49% | 58% | 57% |
| <i>The health of people living in Indigenous as well as coastal communities</i> | 51% | 57% | 52% | 54% | 53% | 57% |
| <i>Local economies near Canada's coasts and waterways</i> | 46% | 46% | 48% | 43% | 49% | 51% |

- The general public living in Quebec are more likely than other Canadians across the country to say the Oceans Protection Plan will have a positive impact on the health of Canada’s coasts and waterways (66%), the health of marine life and plants (69%), protecting endangered whales (65%), the health of people living in Indigenous and costal communities (57%), and the safety of the shipping industry (56%). Those in Alberta are more likely than others to say the plan will negatively impact local economies (19%).
- Older Canadians (65+) are more likely than younger Canadians to feel that the OPP will have a positive impact on all five areas. Those under 25, however, are also more likely than those 25 to 64 to say the plan will impact the health of marine life and plants (71%).
- Residents of the Prairies are more likely than other Indigenous peoples across the country to note an impact in the health of coasts and waterways (72%), marine and plant life (77%), including endangered whales (71%). The same pattern is found among women compared with men. Residents of Quebec are more likely than others across the country to point to an impact on the health of Indigenous and other coastal residents (72%) and endangered whales (73%). Generally, those over 65 are more likely to see an impact across a range of areas. An impact on the safety of shipping is more likely to be noted by Inuit (56%) and residents of the Atlantic (62%), as well as those living in rural (56%) and remote (59%) communities.

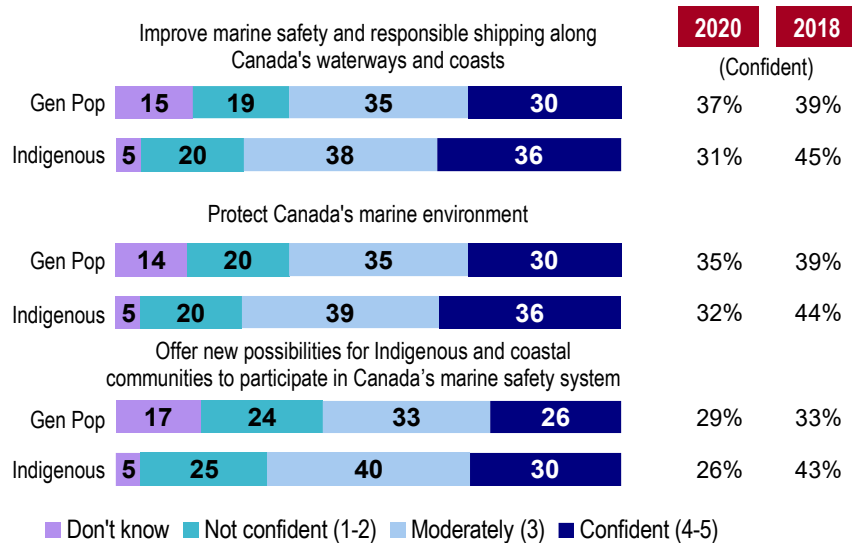
Confidence in the Oceans Protection Plan

Results suggest that Canadians have moderate confidence in the Oceans Protection Plan. Among members of the general public, 30% said they are confident that the Oceans Protection Plan will improve marine safety and responsible shipping along Canada's waterways. The same proportion (30%) is confident that the program will protect Canada's marine environment. One in four (26%) believe the program will offer new possibilities for Indigenous communities. Between 19% and 24%, however, said they are not confident in the program's effectiveness in these areas. Confidence is somewhat lower than found in 2020 and 2018.

Compared to the general public, Indigenous peoples in Canada are somewhat more confident in the Oceans Protection Plan. More than one in three said that the program will improve marine safety (36%) and protect Canada's marine environment (36%). These results, however, are somewhat higher than found in 2020 although considerably lower than results Indigenous peoples in Canada in 2018 when 45% and 44%, respectively, said the same. As with the general public, confidence among Indigenous peoples in Canada is lowest for the potential to offer new possibilities for Indigenous communities (30%). Although roughly on par with 2020, this is considerably lower than 43% expressing confidence in 2018.

Confidence is marginally higher among members of the general public living in coastal communities compared with those living in other areas, in each of the three areas, although the difference is greatest with respect to confidence in the OPP to offer new possibilities for Indigenous and coastal communities to participate (31% versus 24% among non-coastal community residents).

Chart 9: Confidence in Oceans Protection Plan



Q29a-c: “How confident are you that the Oceans Protection Plan will...?”

Base: GP n=2224, Indigenous respondents n=602; 2018 GP n=2168, Indigenous respondents n=1239

- Compared to other regions of Canada, residents of Quebec are more confident that the Oceans Protection Plan improves marine safety (43%) and protects Canada’s marine environment (41%). The same is true, to a lesser extent, among residents of the Atlantic (35% and 39%, respectively). Residents of Alberta, followed by British Columbia are consistently less confident than others across the country (29% and 26%, respectively are not confident regarding marine safety; 28% and 27%, respectively are not confident regarding the protection of Canada’s marine environment; and 34% of residents of Alberta are not confident when it comes to offering possibilities for Indigenous participation.
- Those who live in remote communities consistently convey more confidence in the Oceans Protection Plan than those in urban or rural settings when it comes to improving marine safety and responsible shipping (47%) and protecting Canada’ marine environment (48%).
- Seniors (i.e., those ages 65 and over) consistently express higher than average levels of confidence. Youth, under 25, are also particularly confident that the Plan will help to protect the marine environment (46%). This is also more often true among those born outside of Canada (38%).
- Men are consistently less confident than women.
- Among Indigenous peoples, Inuit and First Nations living on-reserve are more likely than their counterparts to express confidence that the Oceans Protection Plan will protect the marine environment (56% and 49%, respectively), and improve marine safety (51% and 53%,

respectively). This is also true among Inuit in terms of offering new possibilities for Indigenous peoples and coastal communities (51%).

- Regionally, Indigenous peoples living in Quebec and the Territories are the most confident in the Plan in terms of the marine environment (61% and 51%, respectively). Residents of the Territories are also most confident in OPP's impact on participation of Indigenous and coastal communities in marine safety (49%). Indigenous residents of British Columbia are least confident in the OPP in the areas of marine safety (41% are not confident) and the marine environment (34% are not confident). Residents of the Atlantic are least confident when it comes to the impact on new possibilities of Indigenous and coastal communities to participate in marine safety (40% not confident).
- Indigenous residents of remote communities are more confident about the impact of the Plan in all three areas (46% in terms of safety and 53% in the other two areas).
- Indigenous seniors (65 or older) are more confident than younger Indigenous peoples when it comes to protecting the environment (44%) and new opportunities for participation (43%).
- Indigenous women are more confident than men in all three areas.
- Among the general public, those who are aware of these areas are more likely to also express confidence in improvements in marine safety and responsible shipping practices, protect marine environment and offer new possibilities for Indigenous and coastal communities. Among Indigenous peoples this is only the case with improvements in marine safety and responsible shipping practices.

When considering moderate to high confidence (i.e., ratings of 3, 4 or 5 on the 5-point scale), results among the general public living in coastal communities are high and stable over time, although marginally lower than in 2018 with regard to participation of Indigenous and coastal communities and marine safety. Among Indigenous coastal residents, confidence is on par with 2020, although slightly lower than 2018 in the area of new possibilities for participation. It has risen, however, from 2020 in the area of safety, coming back to 2018 levels. Confidence is also higher than previously recorded in the area of protection of the marine environment.

Table 5: Confidence in OPP in Coastal Communities

Q29a-e: “How confident are you that the Oceans Protection Plan will.....” % Moderate to High Confidence (3-5 on scale)

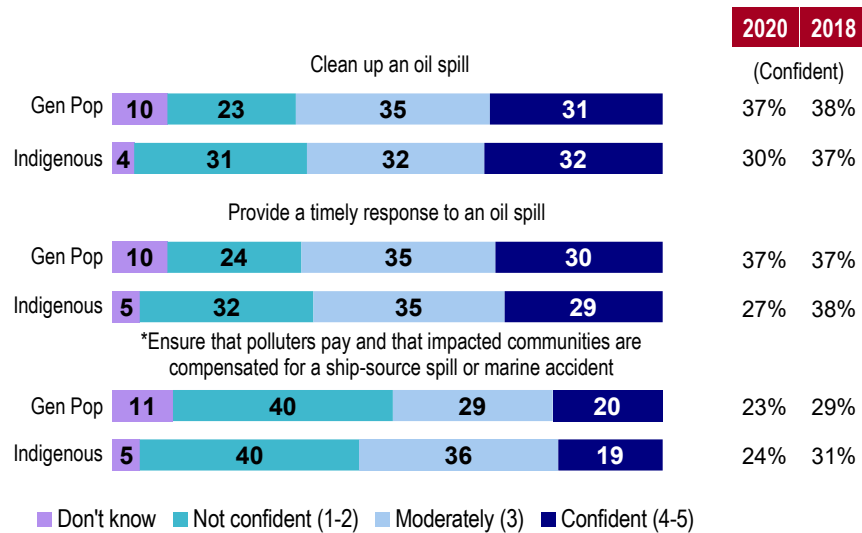
| | Gen Pop (Coastal) | 2020 GP (Coastal) | 2018 GP (Coastal) | Indigenous (Coastal) | 2020 IND (Coastal) | 2018 IND (Coastal) |
|---|----------------------|-------------------------|-------------------------|-------------------------|--------------------------|--------------------------|
| n= | 1247 | 707 | 899 | 325 | 206 | 444 |
| Improve marine safety and responsible shipping along Canada's waterways and coasts | 72% | 74% | 76% | 75% | 63% | 74% |
| Protect Canada's marine environment | 72% | 71% | 74% | 79% | 63% | 74% |
| Offer new possibilities for Indigenous and coastal communities to participate in Canada's marine safety system? | 67% | 67% | 71% | 68% | 59% | 73% |

Confidence in Canada’s Oil Spill Response System

When Canada's Marine Oil Spill Response System is described Canadians express varying degrees of confidence in it. Three in ten members of the general public indicated they are confident that this system can effectively clean up an oil spill and provide a timely response to an oil spill (31% and 30% respectively, versus 23% and 24% with low confidence). Confidence in effective clean up and timely response have decreased since 2020 and 2018. Canadians express even less trust that polluters will be made to pay for a spill or accident, with just 20% believing the system will ensure that polluters fulfill their obligations, compared to 40% who are doubtful of this, highlighting a level of trust that is on par with 2020 but lower than felt in 2018.

Indigenous respondents are no more trusting than the general public in the system’s ability to address spills (32% indicating confidence and essentially the same proportion indicating a lack of confidence). This is also the case with regard to the system’s ability to provide a timely response, where 29% are confident, but 32% lack confidence. In the case of both clean up and timely response , confidence is on par with 2020 but has slipped considerably since 2018. In terms of ensuring that polluters pay, Indigenous peoples also expressed about the same level of distrust as the general public, with 40% indicting a lack of confidence and only 19% feeling confident. This result is marginally lower than found in 2020 and considerably lower than the 31% indicating confidence in 2018.

Chart 10: Confidence in Marine Oil Spill Response System



* Wording in 2017: Ensure that responsible parties in private industry met their obligations

Q32a-c: “How confident are you that Canada’s Marine Oil Spill Response System can do each of the following...?”

Base: GP n=2224, Indigenous respondents n=602; 2018 GP n=2168, Indigenous respondents n=1239

- Residents of British Columbia consistently express lower levels of confidence in Canada’s Oil Spill Response System. In fact, 36% to 53% indicated a lack of confidence, particularly with regard to making polluters pay, which is also an area Ontario residents are not confident (44% indicating low incidence). Residents of Quebec are more likely than others across the country to rate themselves as confident (41% on marine clean up, to 37% on timeliness, and 29% on polluters paying).
- Those who reside in remote communities are more likely to say they are confident that Canada’s Oil Spill Response System can ensure that polluters pay and compensate affected communities (37%).
- Those under the age of 25, as well as those with less education are consistently more likely to rate themselves as confident.
- Men are less confident than women that the system will ensure that polluters pay (43% are not confident compared with 37% of women).
- Among Indigenous peoples, First Nations living on-reserve are more confident in terms of the clean up (46%) and making polluters pay (39%). Inuit (29%) are also more confident than First Nations not living on a reserve (11%) and Métis (11%) about making polluters pay.
- Residents of the Territories and Quebec are more confident than others across the country in terms of clean up (50% and 47%, respectively), and making polluters pay (31% and 44%,

respectively). This is also the case among residents of Quebec in terms of timely response (40%).

- Those living in remote communities are the most often confident in all three areas (50% regarding clean up; 42% in terms in timely response and 38% for making polluters pay). This is also true of residents of rural communities compared with urban residents, although to a lesser degree.
- Those with a high school level of education are more confident in all three areas.
- Members of the general public who are generally more aware of marine safety and environmental protection issues are more confident in each of the three areas. Among Indigenous peoples there is greater confidence among the aware only in terms of the clean up of a spill.

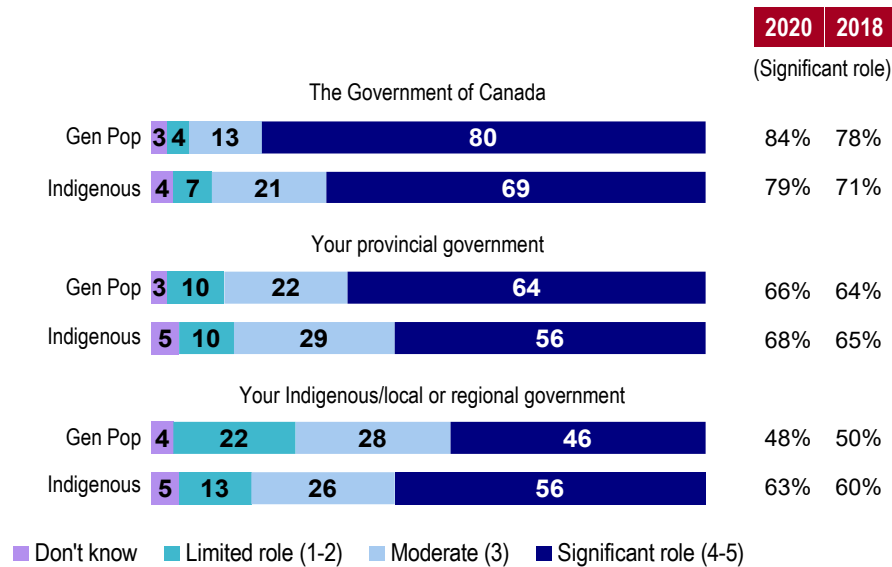
Preferred Roles in Developing Marine Safety

When asked about the role that governments should play in marine safety, most members of the general public (80%) say they believe the federal government should play a significant role, while just over six in ten (64%) say their provincial government should be similarly tasked. Half (46%) would like their local or regional government to play a significant role in marine safety, although one in five (22%) believe their local government have a very limited role. Results are very similar to those found in 2020 and 2018.

As in previous years Indigenous peoples are less likely than the general public to see a strong role for the federal government in developing marine safety (69%). Half of Indigenous peoples see a significant role for their provincial government (56%), which is also lower than found among the general public and among Indigenous peoples in previous years. Indigenous People, however, are more likely than the general public to see a strong role for their Indigenous government to play (56%), although slightly less so than in 2020 (63%) and in 2018 (60%).

Although results are similar among residents of coastal and non-coastal communities in the general public, residents of coastal communities are somewhat more likely to argue for a strong role for their local (or Indigenous) government compared with other residents (52% in coastal communities versus 42% in non-coastal communities).

Chart 11: Preferred Roles in Developing Marine Safety



Q21a-c: “How much of a role should each of the following have in developing marine safety including safe shipping in your area?”

Base: GP n=1394 (non-coastal half sample), Indigenous respondents n=602; 2018 GP n=1061 (half sample), Indigenous respondents n=613 (half sample)

- Compared with other residents in the general public those living in Ontario (84%) are more likely to argue for a strong federal role. Residents of the Territories and British Columbia are most likely across the country to argue for a provincial/territorial role (81% and 75%, respectively). Residents of British Columbia are also the most likely residents to argue for a strong local or Indigenous community role (56%).
- Women are more likely than men to see a strong role for provincial and local/Indigenous governments (69% and 52%, respectively compared with 59% and 40% among men).
- Seniors (i.e., 65 or older) are more likely than younger respondents to argue for a stronger role at each of the levels of governments.
- Those with a university level of education are more likely to argue for a strong role for the Government of Canada (84%) compared with other members of the general public, although they are also less likely to argue for a strong role for local or Indigenous governments (26% indicating a limited role).
- Among Indigenous respondents, First Nations living on-reserve and Inuit are least likely to say that the federal government should play a key role in developing marine safety (58% and 51%, respectively). This is even more the case among residents of the Territories (41%). Those who are 55 years of age or older are more likely to argue for a strong role of the Government of Canada (76% among those 55 to 64 and 82% among those 65 or older). This view is also more prevalent among those with a university level of education (81%).

- Inuit are more apt to argue for a strong role for their territorial government (73%). This is also the case among residents of British Columbia (68%), rural residents (67%), those 65 or older 70%, and women (62%), compared with other Indigenous peoples.
- Indigenous peoples living in rural communities are more likely than others to argue for a strong Indigenous government (66%). This is also the case among those with a high school level of education (71%) and women (64%).
- Members of the general public and Indigenous People who are more aware of these issues are more likely to advocate for strong roles for local or Indigenous government.

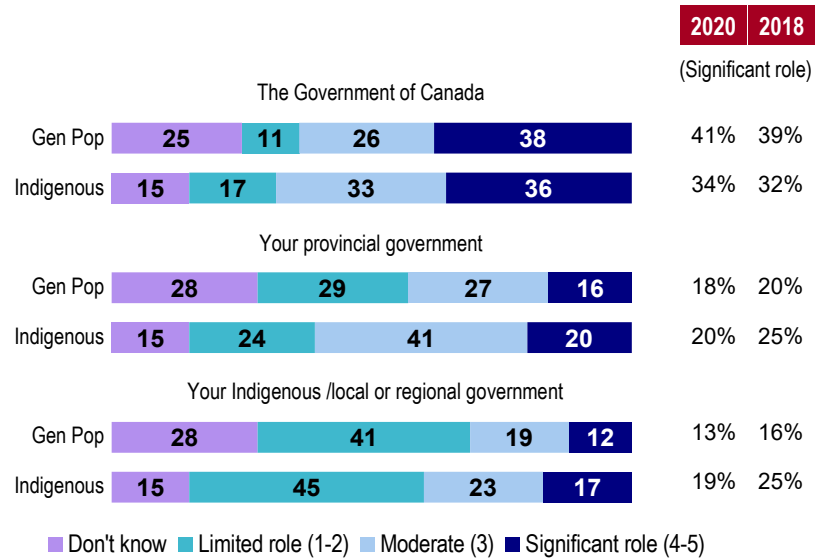
Perceived Roles in Developing Marine Safety

Results highlight the modest role that the general public and Indigenous peoples believe governments have played in addressing marine safety. Four in ten members of the general public (38%) believe that the federal government has played a significant role. Only 16% feel their provincial government has played a key role, compared to 29% who feel it have played a minimal role. Fewer still (12%) believe their local government has played a strong part, with triple that (41%) seeing the contribution as limited. Results are similar over time.

Also on par with previous years, Indigenous peoples are no more likely than the general public to say that the federal government has played a key role (36%). Nor is this the case for provincial governments (20%). Although still considered a slight role at 17%, Indigenous peoples are somewhat more positive about the role that Indigenous governments have played in addressing marine safety, compared with the view of the general public about local or regional governments.

Among both the general public and Indigenous peoples, coastal communities are more likely than non-coastal communities to see a strong role played by provincial and Indigenous or local governments.

Chart 12: Perceived Roles in Developing Marine Safety



Q24a-c: “As far as you know, in the past few years how much of a role have each of the following played when it comes to addressing marine safety including safe shipping practices in your area?”

Base: GP n=1432 (non-coastal half sample), Indigenous respondents n=602; 2018 GP n=1107 (half sample), Indigenous respondents n=626 (half sample)

- Residents of Quebec are more likely than others to have observed a stronger role for the Government of Canada (48%). Residents of British Columbia and rural communities are much more likely to believe the Government of Canada has played a limited role (16% and 17%, respectively). Residents of Quebec are also more likely to perceive a moderate (34%) to strong (23%) role played by their provincial government in developing marine safety practices. Residents in Alberta and the Prairies are much more likely to believe their provincial governments have played a limited role (56% and 51%, respectively).
- Patterns are similar in Quebec and Alberta with regard to local governments.
- Compared to women, men are more likely to believe that the Government of Canada has played a strong role (43% versus 35%). Men are more likely to believe, however, that local governments have played a limited role (45% of men indicating a limited role compared with 37% among women).
- Those with a university level of education have more often noted a stronger federal role (42%).
- Among Indigenous peoples, Inuit are more likely to perceive their local or regional government as having played a strong role (32%), but least likely to have seen a role played by the federal or provincial/territorial governments (23% and 38% indicating a limited role for both, respectively).

- Among Indigenous peoples, Inuit are more likely to see a stronger role played by their territorial (33%) and local governments (27%). This is also true of First Nations living on-reserve with regard to their local government role (28%).
- Indigenous residents of the Territories and British Columbia are the most likely to have seen a strong role played by their provincial/territorial government (47% and 36%, respectively). This is also true of residents of remote communities (47%). Those living in the Territories are also more likely than others across the country to have seen a strong local or regional role (42%), as is also the case among residents of remote communities (37%).
- Those most aware of these issues are more likely to have noted stronger roles that have been played by provincial and local governments.

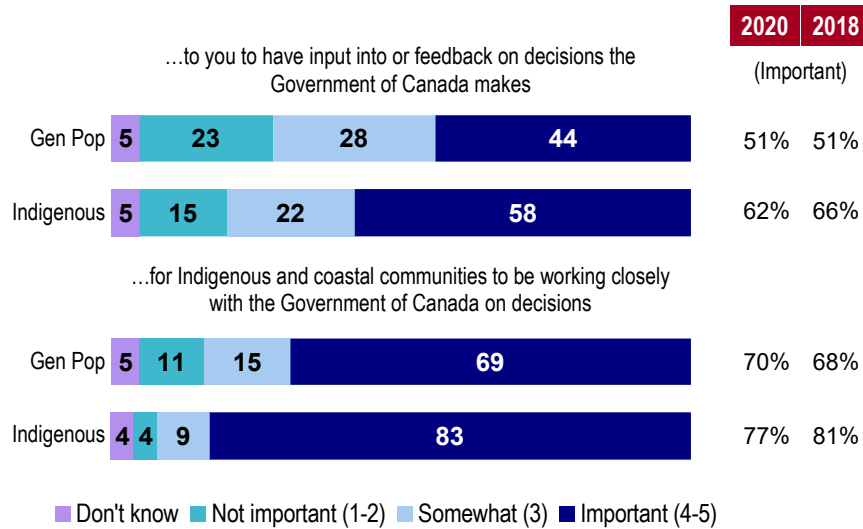
Importance of Having Input into Government of Canada Decisions

Among members of the general public, 44% feel it is important to them personally to provide input into Government of Canada decisions, which is lower in terms of importance than found in 2020 and 2018. One in four (23%) assign this limited importance. In terms of the Government working closely with Indigenous peoples and coastal communities, 69% feel this is important, and only 11% assign it limited importance, which is on par with previous results.

More than the general public, three in four Indigenous peoples (83%) believe it is highly important that Indigenous peoples and coastal communities work closely with the federal government, which has increased since 2020. On the other hand, only 58% place a high degree of personal importance on having input into government decisions, which has eroded steadily since 2018.

Indigenous peoples living in coastal communities place greater importance on public input. This is true for their own input (67% compared with 53% in other communities) and also in terms of wider input from Indigenous or coastal community members (85% compared with 81%). Members of the general population living in coastal areas are also somewhat more apt to place high importance on having personal input (53% compared with 37% in non-coastal communities) into decisions about marine safety. The same is true for working closely with Indigenous and coastal communities (77% among coastal communities compared with 66% among non-coastal communities).

Chart 13: Importance of Having Input into GC Decisions



Q27/28: “How important is it ... about marine safety including safe shipping practices in your area?”

Base: GP n=1415 (non-coastal half sample), Indigenous respondents n=602, 2018 GP n=2168, Indigenous respondents n=1239

- As in previous years, importance of personally having input is higher among residents of British Columbia, the Atlantic and Quebec (57%, 56% and 53%, respectively), where ocean and seaway coastlines are prevalent. It is lowest among residents of the interior provinces of Saskatchewan and Manitoba, Alberta and Ontario where 37%, 33% and 30%, respectively do not see it as important. This is also true of residents of urban areas where 28% do not see it as important.
- Residents of British Columbia (75%), the Atlantic (76%) and Quebec (73%) are more likely to place importance on input from Indigenous and coastal communities.
- Those ages 65 years and older are somewhat more likely to place high importance on having input from Indigenous peoples and coastal communities (76%). Personal input is also more often valued among those 55 or older (55% to 52%) compared with younger Canadians. Those 25 to 44 years are the most likely to see personal input as having limited importance (29% to 30% say it is not important).
- Consistent with previous years, women are more likely to place importance on co-operation with coastal/Indigenous communities (76% compared with 62% among men).
- Among Indigenous peoples, personal input is more likely to be important to residents of remote (79%) and rural (66%) communities, as well as those 65 or older (73%), along with residents of British Columbia (80%) and Quebec (70%), the Inuit (77%), women (63%) and those with a high school level of education (66%), compared with others.

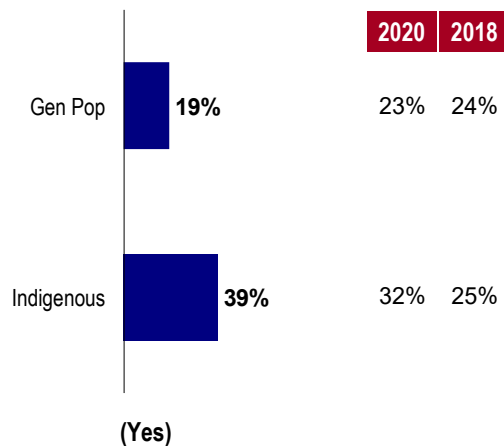
- In terms of input from Indigenous communities, importance is highest among Indigenous residents of British Columbia (93%), First Nations not living on a reserve (92%) and residents of remote communities (91%), as well as those who are 65 or older (92%). It is also higher among women than men (87% vs. 78%), and among those with household income less than \$40,000 (95%).
- Members of the general public and Indigenous peoples who are more aware of these issues are also more likely to emphasize the importance of having input about marine safety. Neither group vary in the level of importance of having Indigenous and coastal communities working closely with the Government on decisions, based on awareness.

Incidence of Searching for Marine Safety Information

Few Canadians (19%) have searched for information on marine safety. This proportion is higher (39%) among Indigenous peoples, which is also an increase from 32% in 2020 and 25% in 2018.

Residents of coastal communities in the general public are far more likely to have sought information on marine safety: 29% compared with 15% in other areas. The same is true among Indigenous peoples in coastal communities (43% compared with 37% in other communities).

Chart 14: Incidence of Searching for Marine Safety Information



Q42: “Have you ever looked for information about marine safety in Canada?”

Base: GP n=2224, Indigenous respondents n=602; 2018 GP n=2168, Indigenous respondents n=1239

- In the general public, residents of British Columbia (35%) and the Atlantic (27%) are more likely than others to have searched for this information. This is also true of residents of remote (33%) and rural areas (25%) compared with those living in urban areas (13%).
- Among Indigenous peoples, Métis are more likely than others (49%) to have looked for this information, which is also more prevalent among residents of British Columbia (53%) and those with a university level of education (57%).
- Members of the general public and Indigenous peoples who are more aware of these issues are also more likely to have looked for information about marine safety. This is also true of those who are aware of the OPP specifically.

Primary Sources for Information

Among the general public who have looked for information about government programs, regulations, and activities, 70% said they would use the Internet to search for information. Two-thirds (62%) would consult a Government of Canada website; on par with 2020 but a considerable notable increase from 47% in 2018. Three in ten (29%) would rely on traditional media such as television, radio, or newspapers (on par with 2020, but up from 21% in 2018), and 29% would use a relevant not-for-profit organization (up steadily since 2018). Roughly one in five said they would turn to someone working in marine transportation (23%), increased from 13% in 2018. Slightly fewer said they would look to the shipping industry (19%) or call 1-800-O-Canada (13%). Other less commonly cited sources are noted in the table, including social and traditional media, as well as friends and family.

Indigenous peoples are likely to rely on an Internet search (68%), a Government of Canada website (61%; up from 52% in 2020), or a non-government organization (32%; up steadily since 2018). Likelihood of accessing traditional media is also on par with the general public (30%; up from 23% in 2020). Reliance on someone working in local marine transport safety is more pronounced than in the general public and has increased over time (31%; up from 21% in 2020). This is also true of reliance on someone in the shipping industry (25%; up from 18% in 2020), on social media (25%; up from 17% in 2020), and on family or friends (23%; on par with 25% in 2020).

Members of Indigenous communities living in coastal communities are less likely to say they would access information on marine safety from a government website (55% versus 65% in other communities), on traditional media (22% versus 34%) and on social media (16% versus 30% in non-coastal communities). They are more likely, however, to rely on family and friends (27% and 20%, respectively), from community and local newspapers (15% and 5%, respectively),

Table 6: Primary Sources for Information

Q43. If you wanted to know more about Government of Canada programs, regulations and activities to protect Canada's coasts and waterways, where or who would you be most likely to go to for information?

| | 2022 GEN POP | 2020 GEN POP | 2018 GEN POP | 2022 INDIGENOUS | 2020 INDIGENOUS | 2018 INDIGENOUS |
|--|-----------------|-----------------|-----------------|--------------------|--------------------|--------------------|
| n= | 2224 | 2141 | 2167 | 602 | 561 | 1239 |
| The Internet (e.g., search engine such as Google) | 70% | 74% | 68% | 68% | 68% | 61% |
| Transport Canada or other Government of Canada website | 63% | 62% | 47% | 61% | 52% | 35% |
| News on television, radio or newspapers | 29% | 29% | 21% | 30% | 23% | 22% |
| Relevant non-government organization (e.g., environmental NGO) | 29% | 25% | 16% | 32% | 20% | 11% |
| To someone working in local marine transportation and safety | 23% | 21% | 13% | 31% | 21% | 10% |
| To someone working in the shipping industry | 19% | 16% | 10% | 25% | 18% | 7% |
| Call 1-800 O Canada or visit Government of Canada office | 13% | 15% | 11% | 13% | 19% | 13% |
| Social media (e.g., Facebook, Twitter, YouTube) | 11% | 11% | 8% | 25% | 17% | 13% |
| Talk shows on television, radio or newspapers | 9% | 11% | 6% | 7% | 8% | 6% |
| To my friends, family or acquaintances | 9% | 10% | 7% | 23% | 15% | 7% |
| From neighbourhood or community newspapers | 7% | 8% | 5% | 8% | 12% | 6% |
| Magazines | 5% | 7% | 4% | 9% | 11% | 4% |

Only items with 5% or more shown

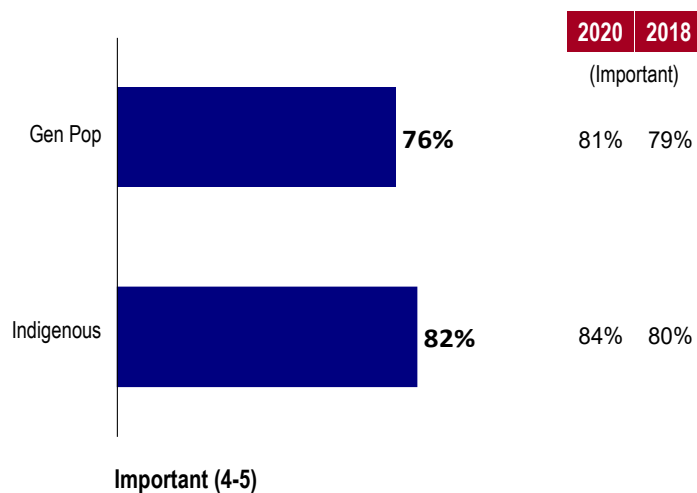
- As in previous years, those between the ages of 25 and 34 are more likely than other age groups to access the Internet (77%) and those 35 years or younger report higher likelihood of using social media (18% to 20%). Respondents who are 65 and older are more apt to use traditional news media (40%), talk shows (15%), or community newspapers (11%).
- Members of the general public in Alberta (33%) and British Columbia (30%) are more likely than others across the country to speak with someone in the marine transportation and safety industry. Those in the Territories are the most likely across the country to rely on Transport Canada or other Government of Canada website (86%), followed by Albertans (72%). Albertans are also more likely to rely on a relevant NGO (38%), someone working in local marine transportation (33%) or someone working in the shipping industry (31%).
- Among Indigenous peoples, reliance on community newspapers is highest among those living in the Territories (30%), Inuit (23%), and residents of remote (21%) communities. Indigenous peoples living in the Territories are also more likely than those in other regions to rely on social media (46%), along with those in urban areas (32%).
- Indigenous residents under 25 are more likely than older individuals to speak with family and friends (34%), as are women (29%) compared with men.
- Indigenous peoples 65 or older are more likely than others to rely on traditional media (39%), as are residents of the Prairies (46%).
- Use of a Government of Canada website is highest among First Nation not living on a reserve (74%), those who have graduated university (67%), as well as those reporting household incomes of over \$80,000 (73%). This is also true of residents of the Prairies (70%), who are also more likely than others to rely on television (46%) and social media (41%).
- Indigenous residents living in British Columbia (21%) and the Territories (27%) are more likely than others to go to 1-800 O Canada compared with other regions.
- Those reporting university education and middle household incomes of \$40,000 to \$80,000 are more likely to access a relevant NGO (44% and 43%, respectively).

Importance of Reporting on Marine Safety

Results highlight a strong demand for regular communication from the federal government about how it is performing in marine safety and protecting Canada's marine environment. Among members of the general public, three in four (76%) feel that routine reporting is highly important, which is slightly lower than found in 2020 (81%). This importance is even more strongly emphasized among residents of coastal communities, where 82% in the general public believe regular communication about marine safety to be important compared with other communities (71%).

Indigenous peoples are slightly more likely to place a high degree of importance on open communication (82%), as was also the case in 2020 and in 2018.

Chart 15: Importance of Reporting on Marine Safety



Q44: “How important do you think it is for the Government of Canada to report to Canadians about how it is performing in improving marine safety and generally protecting Canada's marine environment?”

Base: GP n=1723 (non-coastal half sample), Indigenous respondents n=602; 2018 GP n=2168, Indigenous respondents n=1239

- Importance of regular communication is even more likely to be seen as important among members of the general public living in the Atlantic (82%), as well as those who are 65 years or older (84%), and women (79%).
- Importance is emphasized even more strongly among Indigenous peoples who are 65 or older (90%) compared with others.

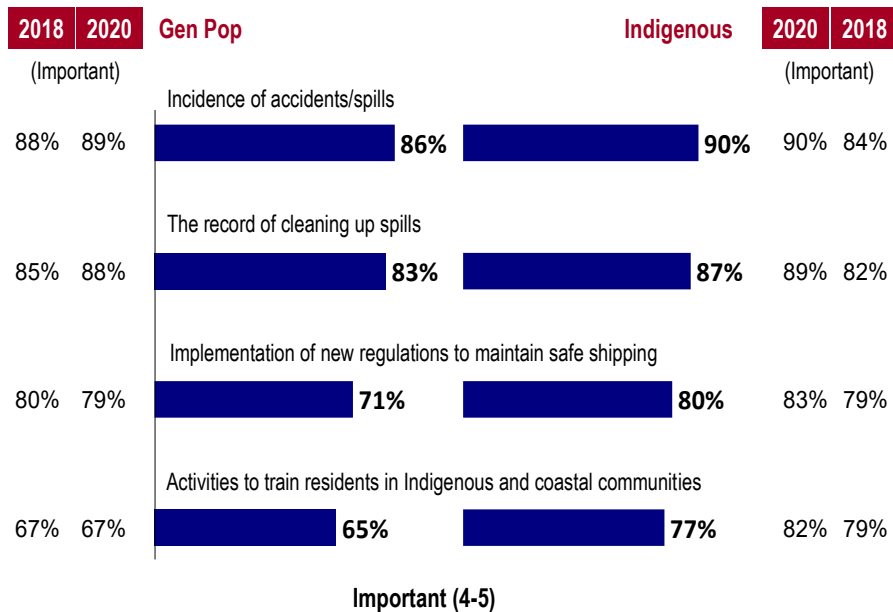
Importance of Specific Types of Information

In terms of specific types of information, information about the incidence of accidents and spills (86%), and the government's record of cleaning up these spills (83%) are at the top of the general public's list. Seven in ten (71%) also feel information about new regulations to maintain safe shipping preferences is important. Activities to train residents of Indigenous peoples and coastal communities are seen as important to 65% of the general public. These results are lower than found in 2020 and 2018 in the areas of cleaning up spills and implementing new regulations to maintain safe shipping.

Indigenous peoples place similarly high levels of importance on receiving information related to incidence of spills (90%), and cleanup records (87%); both on par with 2020 but increased from 84% and 82%, respectively in 2018. Information about the implementation of new regulations to maintain safe shipping practices is also important to eight in ten (80%) which is largely on par with previous years. Compared with the general public, Indigenous peoples are more likely to see information on activities to train Indigenous peoples and coastal communities as important (77%), although a slight decrease from 2020, but on par with 2018.

Information on the incidence of spills is considered more important among members of the general public living in coastal communities (90%) compared with other communities. The same is also true among Indigenous peoples (95% in coastal communities versus 87% in other communities). This pattern is also evident among the general public when it comes to information on records of cleaning spills (88% versus 82% among other communities), and the implementation of regulations to maintain safe shipping practices (80% versus 69% in other communities).

Chart 16: Importance of Specific Types of Information



Q45a-d: “How important do you think it is for the Government of Canada to provide the following types of information to Canadians about its role in protecting Canada's coasts and waterways?”

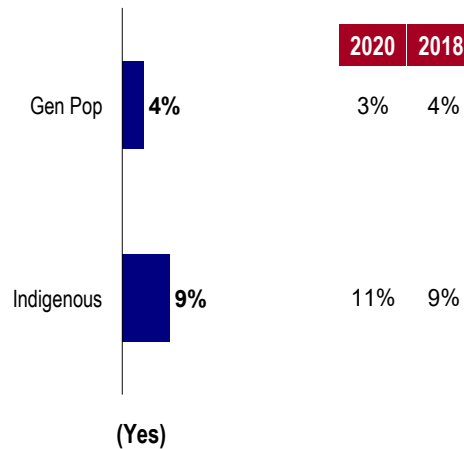
Base: GP n=2224, Indigenous respondents n=602; 2018 GP n=2168, Indigenous respondents n=1239

- The importance of reporting on activities in each of these areas is higher among residents of British Columbia and the Atlantic. The pattern is similar if less pronounced among residents of Quebec with regard to the incidence of spills (89%) and record of clean up (86%).
- Women are also more likely to see the record of clean up, training activities and implementation of regulations as important (86%, 72% and 76%, respectively) compared with men.
- The perceived importance of reporting on clean-up records as well as training activities is also higher among those 65 years of age or older (88% and 73%, respectively). The same is also true of those under 25 years of age with regard to training activities (77%).
- The importance of reporting on activities to train residents in Indigenous and coastal communities is also higher among the general public in Quebec and the Atlantic (72% and 73%, respectively compared with other parts of the country), and among those 65 or older (77%).
- Among Indigenous peoples, First Nations not living on a reserve are most apt to rate reporting of incidence and spills as important (95%). Each of the other three areas are more likely to be considered important among residents of British Columbia, women and those 65 or older compared with their Indigenous counterparts.

Participation in Engagement Sessions

Consistent with previous results, findings highlight that very few Canadians have participated in an engagement session about marine safety or the OPP (4%). Indigenous respondents are more than three times more likely to have participated in an engagement session (9%). Naturally, participation is somewhat higher among those living in coastal communities (9% in the general public and 20% among Indigenous peoples in coastal areas).

Chart 17: Participation in Engagement Sessions



Q46: “Have you ever participated in an engagement session in your area about marine safety or the Oceans Protection Plan?”

Base: GP n=2224, Indigenous respondents n=602; 2018 GP n=2168, Indigenous respondents n=1239

- Regionally, participation in these sessions is somewhat more prevalent in the Territories (16%) and British Columbia (13%). Because it is higher in coastal communities it is also higher in remote communities (13%), compared with those in rural and urban areas (6% and 1%, respectively).
- The same is true among Indigenous peoples with participation in engagement sessions higher among those in British Columbia (25%) and the Atlantic (24%). Participation is again higher in remote communities (17%), compared with 11% in rural communities and 2% in urban centers).
- First Nations residents living on a reserve (18%) are considerably more likely than urban Indigenous peoples to have participated in an engagement session. The incidence is also higher among men (15%).

B. FINDINGS FROM INDIGENOUS PARTICIPANT INTERVIEWS

Importance of the Ocean

For Indigenous peoples and coastal communities, the ocean and waterways continue to be a fundamental element of culture, nourishment, transportation, and economy. For Indigenous coastal communities, the ocean and waterways have formed their culture for generations and is noted to be part of their identity. The ocean and waterways have been a critical source of food for coastal communities, relied on for the harvest of food, including sea plants, urchins, salmon and other fish, shellfish, seals, and whales. Key informants also noted the vital role of the ocean in providing transportation for the coastal communities.

The waterways allow for Indigenous and coastal communities to connect with other communities, expand hunting and fishing regions, and receiving supplies. The oceans also allow for trade and commerce, including fisheries, that in turn benefits the community and helps to fund programs and infrastructure. As observed by most key informants, members of Indigenous and coastal communities are on the water almost daily and have learned to navigate the water from the generations before. Most key informants note the interconnectedness of the land and water, and the importance of a healthy ecosystem. The knowledge accumulated in coastal communities over generations are a vital part of understanding the health and changes to the land and water, along with contributing to the safety of those using the oceans and waterways.

“The oceans and waterways are a pillar of society. They are intertwined and couldn’t live without those resources.” (Pacific)

“The ocean waterways and marine environment are the livelihood of the Inuit. Especially for subsistence hunting, and each community have the resources to hunt marine, and engage in activities that are healthy and sustainable for communities.” (Arctic)

“Oceans and waterways are everything. It’s the life blood of the community, including the weather, food, marine highways to transport goods and between communities for connection and trade.” (Atlantic)

Impact of Marine Shipping

Marine shipping continues to be a concern for many of the communities, with the impact dependent on the location of the community. Many key informants noted concerns with increased shipping traffic, including cruise ships and leisure vessels, as having a negative impact on their community due to factors such as sub-surface noise, speed, diesel output and potential for harmful incidents. Some key informants report relatively low shipping activity, such as in the Northern Pacific Region or Arctic, but express continuous concern for accidents or

contamination resulting from marine vessel activity. Shipping traffic in the Atlantic, according to key informants in the region, can disrupt lobster stocks with anchors destroying traps and potential pollution. According to one participant in Quebec, some Indigenous communities were effectively cut off from the river with the development along the St. Lawrence Seaway..

“There has not been an incident yet, but community residents live in fear that one will happen one day. They wonder and worry about their ability or inability to deal respond to an incident.” (Arctic)

“There have been some historical impacts of shipping, like [ship sinking, leaking oil]. That was all before the increase of industrial commercial traffic. We will see what comes with this increase.” (Pacific)

“There are risks or concerns such as those related to spills and impact on the environment and species we rely on, and we have shipping fleet at risk from accidents with larger vessels, and there is a response issue if there is ever a collision and we had to assist as first responders. On the positive side, we have a growing number of our community members who are hired on in the shipping industry so that adds benefits to the community.” (Atlantic)

A few key informants, however, cited the benefits of economic activity to their region from marine shipping. For some communities, shipping of goods on the ocean and waterways is the main avenue for the provision of necessary supplies.

« Le transport maritime ça fait partie de notre décor, on sait que c’est important le transport d’aliments et de choses essentielles nous ne sommes pas dépendant du transport maritime mais il y a des communautés plus à l’est et au nord pour qui c’est vital. » (Quebec)

« Permet d’aller dans d’autres communautés, il n’y a aucune route ici. Il y a d’autres éléments d’alimentation que la chasse qui doit venir du sud. Et comme il n’y a aucune route qui se rend ici, c’est le moyen le moins cher de les transporter ici. Le transport maritime est essentiel pour avoir accès à ces biens à un coût moindre.» (Arctic)

Role of the Government of Canada

The Government of Canada should have a lead role in developing marine safety initiatives, including safe shipping and improving the prevention of and response to marine pollution incidents, according to most key informants. Many said it is appropriate for the federal government to take a leadership role in coordinating activities that can lead to a healthy marine environment. These key informants reasoned that the federal government has the ability to create and enforce regulations and legislation to protect Canada’s coasts, along with the funding to support activities, including training and equipment. A few pointed out that although provinces have a regional responsibility for marine safety, the federal government has jurisdictional precedence for Canadian waters.

“The coastline in Canada is among the largest in the world, and it has to be a national focus. Can’t be divided up with provinces and other agencies. It’s the proper role for the federal government.”
(Pacific)

Most key informants focused on the prevention of marine incidents as the role of the Government of Canada. As articulated by one key informant, “From a regulatory point of view, they have the ultimate responsibility”. Most interviewees continue to see the need for the Government of Canada to establish rules supporting the prevention of marine accidents. Regulations that stipulate the speeds at which a vessel can travel, for example, is an area that the federal government can design and enforce to prevent incidents caused by vessel drivers who are not using caution. According to many, the federal government is the entity that can apply a comprehensive approach to regulation and policy development to prevent incidents, along with monitoring to assess environmental impacts and protect Canada’s coasts. According to these key informants, when monitoring detects an environmental issue, the Government of Canada has the regulatory authority and resources to coordinate a response.

“They have the primary goal of creating and maintaining regulations with a commitment for safety and protection of the waters. There are a few Acts that are kind of lax, but I’m hoping that they [Government of Canada] will take a stronger approach on the waterways to ensure the environment is protected for both humans and animals.” (Ontario)

« Ils ont les moyens, nous on sait où il y a les défis. Il manque d’information de batymétrie, le relief sous l’eau. Le manque d’aide à la navigation dans la région, que ce soit des repères visuels, des bouées, le manque d’outils de surveillance maritime, des outils EMSA existent, mais ici c’est peu implanté » (Arctic)

Key informants also support the Government of Canada having an active role in building the capacity and coordinating the response to marine accidents. Many key informants view “marine safety” in terms of search and rescue operations, and specifically the role of the Canada Coast Guard in responding to marine accidents.

Role of Indigenous and Coastal Communities

Most key informants are resolute that Indigenous communities should have a key role in helping to protect Canada’s coasts. These key informants support the fundamental idea that Indigenous people living along the coast have an extensive understanding of the waterways in their region and a profound interest in protecting their people, livelihoods, and ecosystems. Key informants note a sense of responsibility as historical stewards of the water and coastal lands for thousands of years. Further, a few key informants stipulate that their communities have not ceded the rights to the waters and therefore they should have a say in actions related to the enforcement and protection of the waters.

“We have lived here and know the areas and the dangers and the changes happening. We have the knowledge of what needs to be protected.” (Arctic)

“We are the most immediately impacted. We also could be in the best position to see issues and to respond to accidents. Also, we have not ceded titles to our waters so this ensures we have a say in what is happening in those waters and communicating with the Government of Canada about what is being proposed or how it is being implemented related to enforcement and protection of the waters.” (Ontario)

“A greater role and influence on planning and management, and increased decision making authority. The resources we are managing as a coastal community, the Indigenous have long standing ties to place, have the greatest interest to protect and steward the resources. Oral history of how things were managed in the past. With Indigenous historical and cultural tie, can bring valuable perspectives in how resources are managed.” (Pacific)

«Oui absolument, un rôle direct dans la protection des littoraux, connaissance directe de l’environnement, les mieux placés pour déterminer les meilleures mesures de prévention, les endroits critiques, les endroits les plus utilisés et les plus dangereux.» (Arctic)

Given the historical knowledge that Indigenous coastal communities have of their waterways, and that these communities are directly impacted by any marine incidents, all key informants said that Indigenous coastal communities must have a strong role in protecting Canada’s coasts. Some key informants cautioned that that it is important for the Government of Canada to have discussions with Indigenous coastal communities about marine issues, needs, capacity and roles before developing any plan about marine safety and protecting Canada’s coasts. Additionally, some key informants noted that activities to increase the role of Indigenous communities in protecting Canada’s coasts should not involve “offloading” responsibilities to Indigenous coastal communities but involve a collaborative approach that includes support and capacity building that enable Indigenous communities to participate in a meaningful way.

“Marine and land-based planning management is a government to government, co-governed approach. Equal governance partners, but federal government facilitating as having authority with jurisdictions on marine related agreements, conventions and laws. Canada acts as working with nations to facilitate coordinated efforts.” (Pacific)

“Communities would like to be involved in monitoring, having measurement of key indicators built in to see how the environment (is changing), because too small a focus might miss the big picture. When there is an issue identified, then being empowered to do things to address that. There is one thing to document the decline and another thing to halt it and to reverse it, like adaptive management plans to take action. We want to use Indigenous knowledge as a way of viewing the stewardship and care for the environment.” (Atlantic)

“There is a fine line between protecting and taking on responsibility that belongs to someone else. The responsibility and the risk comes with the commercial traffic. The government has that responsibility, but we are the First Nations who are stakeholders and knowledge keepers of the historic sites and features of the waterways. They hold the valuable information to prevent situations from happening and once a situation occurs local First Nations need to be involved to provide input operationally, and monitor their territorial waters.” (Pacific)

We are the most immediately impacted. We also could be in the best position to see issues and to respond to accidents. We are in a position to notify the authorities/monitor and to respond about incidences happening, to ensure that there are no accidents and pollution events. (Ontario)

“Most communities, if they are given the opportunity would want to be involved and have a role, but there would need to be clear information, roles, expectations and guidelines, as well as training and equipment to be able to do the job.” (Arctic)

Providing Indigenous communities with training and equipment

All key informants indicated that it is a good idea for the Government of Canada to provide Indigenous communities with training and equipment to help protect Canada’s coasts and waterways, including preventing and responding to accidents, as well as generating science related to marine safety. Providing training and equipment is “imperative” according to many to be empowered and involved in marine safety, however a few caution that these activities need to be done through consultation and discussions to determine needs and capacity of a community, and not appear to be “off-burdening” responsibilities. A few key informants brought forward the idea of Transport Canada staff coming into their region or community for a duration to provide more extensive training to community members, so that the community develops in-community capacity to take over the role once training is complete.

“There is a fine line between protecting and taking on responsibility that belongs to someone else. The responsibility and the risk comes with the commercial traffic. The government has that responsibility, but we are the First Nations who are stakeholders and knowledge keepers of the historic sites and features of the waterways. They hold the valuable information to prevent situations from happening and once a situation occurs local First Nations need to be involved to provide input operationally, and monitor their territorial waters.” (Pacific)

“It needs to be rolled out in a way that is shaped by the realities of the Indigenous Communities and what they want and need, which is different across communities. I think that there is starting to be some of that shift in how the Government of Canada is able to provide resources and training, with different levels of Government of Canada staff and infrastructure.” (Atlantic)

“Our members are excited to be involved, because it gives them a sense that they are prepared and able to do something if there is an incident that will directly impact our community. But, when we are asked to identify priorities, we would say that everything is connected. A spill in one area will quickly have an impact in nearby areas because everything flows together, so prevention is the key! That is why Indigenous communities need to be trained for and involved in policy development and monitoring as well as response.” (Atlantic)

“...they have to be trained and supported in a continuous way, and it has to be an ongoing connection. There needs to be communications and chain of command established. Volunteer firefighters are a good model. They are trained and appointed to respond in rural communities if there were an issue. It provides re-assurance to the community that someone is there in an emergency; that they are protected. It’s the cheapest insurance you will ever buy when you think about it. (Arctic)

Many key informants point to the Coast Guard Auxiliary as an example of a successful endeavour to provide training and equipment by the Government of Canada for Indigenous coastal communities to have support to help protect Canada's coasts and waterways. Some key informants said that training and equipment has increased capacity to respond to an incident, with additional training planned to further the engagement of community members and increase knowledge of marine safety and how to respond to an incident. In particularly remote areas, such as the Arctic Region and Northern Pacific region, Coast Guard stations can be hundreds of kilometres away, resulting in hours long delays in response time. As one participant noted, "the distance between [Coast Guard] stations is 3-5 hours, but if there was an incident in our area, we could be at the scene within about 30-45 minutes".

Some key informants identified involvement in the Enhanced Marine Situational Awareness (EMSA) project as a "great example" of a process in which the Government of Canada and Indigenous coastal communities can work together to protect Canada's coast. These key informants indicate that representatives from Indigenous communities were able to work collaboratively with the Government of Canada on the pilot project. Key informants involved in this project said that they benefited from being involved in the federal government procurement process to select the vendor for the system. The project also involved Indigenous communities in testing the system, and they now receive real time information on maritime activity in local waters.

"If you look at any of the investment from the 13 communities involved in EMSA you see that the investment in consultation is paying off in huge dividends, that are far more than they would have ever believed going into it, in terms of expensive GC resources saved in emergency rescue that we have been able to take on (and save the Government, e.g., \$50,000 per hour for Cormorant helicopter and team)." (Atlantic)

Some participants spoke of the need for wider capacity building within Indigenous communities in order to be able to participate fully and meaningfully. For some this meant funding support for a dedicated position. In other cases, this was described as more fundamental efforts at capacity building within the community to reduce the gap between the skills and socioeconomic conditions within Indigenous and other communities.

"Building Indigenous capacity is really challenging because it gets addressed at a more specific level but needs to get to the root causes of basic capacity development - beyond marine shipping. How can Indigenous communities be building capacity in marine safety science when they are battling chronic underfunding in child welfare and addictions? These things are all tied together at the root." (Atlantic)

"There are so many inequities in our community, it's not just limited to marine and ocean issues but in housing and climate change, and a bunch of other things that working collaboratively with the

government, whether it is through the OPP or other initiatives is going to become critically important. That's one of the biggest challenges even for the OPP, is getting people out of their silos to work more broadly and there is a responsibility on the part of the government to do that better to address the needs of Indigenous people." (Atlantic)

"If we want youth to be interested in science on marine safety 10 years down the road we need to be thinking about basic uplifting first from lack of education, poor health and housing conditions, food security, poverty before it can think about instilling interest on this type of career. (You) have to start toward this type of specific capacity building in a more general and sustainable way." (Atlantic)

"It would be good to have some more broad-based objectives, funding and programming that is less focused on specific ocean-specific objectives and more on generally nurturing the health, wellness, prosperity of communities (to go beyond the specific, project-driven funding cycle/timing and agenda)." (Atlantic)

Further ways to work together

When asked for additional ways the Government of Canada could work with Indigenous and coastal communities to protect Canada's coast, a few key informants identified training and engagement with Indigenous youth for summer positions involving monitoring, or, for example, counting vessels and assessing traffic. Increasing monitoring activities within communities was generally mentioned by a few key informants, with primary data collection a priority rather than compiling "existing data from different agencies". A few key informants noted the importance of incorporating Indigenous language and place names into marine safety activities in order to communicate with community members who do not speak English or French, or to foster a sense of responsibility to protection by reconnecting the meaning of the area to the community or region. Reducing barriers (skills and capital investment) of Indigenous and coastal communities and participate in the Blue Economy was mentioned by one key informant.

Collecting Input and Feedback on Marine Safety

Some key informants identified several ways the Government of Canada could collect input and feedback about marine safety for their community. Many said that it is important for Government of Canada representatives to come into the community and otherwise include in-person discussions. One said that the experience of receiving funding for a Marine Officer was a "good stepping stone" to ensure consistent communication between the community and the Government of Canada. A few said that surveys, focus groups, consultations are good ways to collect information from a community; however, these activities need to include sharing results back to the community to maintain connection and prevent the impression that feedback "sits on a shelf". A few others indicating that building a trusting relationship with a representative from Transport Canada or the Government of Canada is an effective way to collect input and feedback about marine safety, resulting in the ability of Indigenous coastal communities to

reach out to a relevant representative of the Government of Canada. A few said that it can be complicated to understand the roles of the various Government of Canada departments who have some responsibility for marine safety, and having greater clarity, or specific representatives for their region or community, would help communication about marine safety.

“Our challenge is that there are many Government of Canada departments involved in various programs. It’s very complex and hard to keep it all straight. It becomes challenging for us and takes up a lot of resources we don’t have just to engage with [the Government of Canada]. And we are always getting requests for this or that, but everyone is working on this off the side of their desk. If there were a more streamlined approach to working with us to build our capacity that [the Government of Canada] could help coordinate it would be easier for us to build capacity without the complexity.” (Atlantic)

“One of the fundamental pieces, is developing long term relationships [between Indigenous coastal communities and the Government of Canada]. Having consistent [Transport Canada] contacts that the community can work with to communicate the needs and concerns and feedback in a constructive way, rather than [Transport Canada] just dropping in and asking for feedback. That’s a huge undertaking, but if the federal government is serious about reconciliation, this is the most fundamental component of getting that feedback. You can do workshops and surveys, but it won’t be as meaningful without those relationships built. There needs to be a clear place for First Nations to go and share and collect feedback, develop relationships.” (Pacific)

“You have to come to each community in order to understand and be able to contextualize decisions about programs based on the local realities. It’s the federal government’s responsibility to do this in order to have effective programs. Yes, its resource expensive and intensive, but you end up with outcomes that are way more useful.” (Atlantic)

Familiarity with the Oceans Protection Plan

Most key informants initially heard about the Oceans Protection Plan (OPP) through announcements in late 2016 by the Government of Canada. In contrast to previous studies in 2018 and 2020 where an awareness of OPP was moderate or forming, most key informants interviewed indicated they are knowledgeable about the goals and activities of the OPP. Most key informants said they endeavoured to learn more about OPP on behalf of the community, perceiving it was an initiative that would be of benefit for their community. A few key informants said that Transport Canada reached out to them to become involved.

Along with lower awareness in previous study periods, many key informants in 2018 and 2020 expressed frustration that OPP was being implemented very slowly, or that there was a sense of uncertainty and inertia on OPP in contrast to the large funding announcement. Key informants during these study periods were primarily exposed to the details of the OPP through workshop or introduction of the plan at conferences or other venues. A few were involved in

facilitating meetings between Indigenous groups and the government of Canada, or are participating in the delivery of an activity or pilot project.

In 2022, most key informants indicate they have developed a good understanding of the OPP objectives. Some said that the OPP remains “fragmented” or “disjointed” in the scope of projects or activities proposed, but many reported that they worked with Government of Canada, or specifically Transport Canada, representatives to learn more about activities and determine what may be a priority and feasible for their community. One informant said that it would be good to have an advocate or advisor on the Government of Canada side “to tell us what would be relevant for us to get involved in under the OPP, and to support us with information and assistance in making applications”.

Key informants were mixed in their views of whether the Government of Canada should support a better understanding of the OPP within their community. Some felt that there is now sufficient awareness among those who are responsible for marine safety within the community and activities to specifically build further awareness is not necessary. It is mostly these key informants who also said that they feel the responsibility to communicate the OPP activities that are taking place in the community should be by the community. Several also talked about consultation burn out in the community, and the need to have Government of Canada initiatives synthesized and summarized by the leadership. These key informants said that they communicate OPP activities to their community routinely through newsletters, social media, and town hall meetings.

“There is a good understanding on [community]. We really try to communicate the work we do along with the Government of Canada. In person community meetings, moved to virtual now, and workshops. We are careful in how we frame OPP, because we see the initiatives as being informed as [community] priorities. And not Government of Canada led initiatives. That’s the way OPP is being perceived by the public, but we like to communicate that it is co-governed.” (Pacific)

Some others said that the community, along with the broader Canadian public, would benefit from greater awareness of OPP to ensure that marine safety becomes and remains a national priority, or perhaps even generate interest among young people as a career choice. Most key informants said that any activities by the Government of Canada to support a better understanding of OPP within the community should be conducted in collaboration with community leadership, with in-person visits as the preferred approach, along with webinars. This could include joint presentations by community leaders and the Government of Canada. A few said that brochures or social media may be an avenue to build awareness of OPP. Some key informants cautioned that if the Government of Canada is going to build awareness within the

broader community, the information should avoid being superficial and should explain the initiative, what the goals are, and the path to reach them.

“There needs to be a good outreach so that residents are aware of one of Canada largest initiatives with regard to the oceans and if you are a coastal community the ocean impacts you in a very significant way so you want to know about it. You want to know about what the protection plan is all about and how to become involved but also to be able to share Indigenous knowledge so that it can be considered in the Plan.” (Atlantic)

“Presentations and Q&A in community are the way to go. Social media won’t work to make people aware of details, but would be good to get some very basic awareness and spread the word of (its) existence and announcing meetings to present information. The meetings also need to be as accessible as possible. Local council needs to have a key role to organize it and spread the word and introduce it, with the Government of Canada presenting the actual content. This would be a good demonstration of partnership.” (Ontario)

“The communication could be improved. It’s also dependent on the capacity that First Nation has to understand the vast mix of programming, outcomes, policy that is connected to the OPP. It’s so big, you have to spend a lot of time to understand the scope. Relationship development would help – having conversations in communities about OPP and both communities providing goals. The public facing communication is superficial. I’m sure that’s by design. It would be nice to have information publicly available that has more meaning to it, but I’m not sure there is an appetite for that in the federal government.” (Pacific)

OPP Implementation

Most key informant identified areas that are working well with regards to the OPP. This includes the implementation of initiatives that have been beneficial to communities such as the Coast Guard Auxiliary, Enhanced Maritime Situational Awareness, Cumulative Impact Assessment on Marine Shipping, or Marine Spatial Planning. General capacity building of communities in order to participate in activities to protect Canada’s coasts was mentioned by many key informants, achieved through training and funding to hire staff and obtain equipment. Specifically, funding for capacity building, such as a Community Liaison position, was mentioned as a positive aspect of OPP in order to allow communities to be able to participate in activities.

“There seems to have been quite a bit of emphasis on training and capacity building across various OPP initiatives. Core funding to hire full time staff, dedicated funds for training opportunities which have been really nice.” (Pacific)

“The biggest is the EMSA – I always use this as my example of how they should be doing things. There are lessons learned about the process about working with communities in all regions about differences and need to consult.” (Atlantic)

The perception of a more open approach by the Government of Canada, and notably by Transport Canada employees, was identified by most key informants as contributing positively

to OPP implementation. A general increase in communication between Indigenous coastal communities and the Government of Canada was reported to have increased over time. Some key informants cited that relationships established between Indigenous coastal communities and Transport Canada employees has been a successful outcome to date of OPP. This involved working together to identify common priorities and how to accomplish the desired outcomes. Some key informants indicated that the implementation of OPP activities improved over time to allow for Indigenous knowledge to be incorporated. Additionally, a few key informants said that there has been greater flexibility by the Government of Canada in the established procedures to communicate, make decisions, and fund activities.

“Our relationships with OPP are the best (of the) positive (aspects of the Plan). There is trust built up, so when there is something that comes out we know that we will hear about it from them, and not through the news.” (Atlantic)

“Would say that Transport Canada and the people at Transport Canada, have put a great effort forward and are good to work with. They came from an archaic agency culture to a pretty advanced, and aware culture. That’s a rare thing federally. And in a very short time.” (Pacific)

“For us having the one contact [TC employee] and engagement has been very good. We were really fortunate that we have gotten to know and trust each other. This person is very dedicated and knowledgeable and proactive. They care a lot and so we trust them.” (Atlantic)

“There has been some good collaboration between regional Inuit associations and Coast Guard, Transport Canada and other federal agencies that want to learn more about Inuit rights and how to be used in decision making.” (Arctic)

“We were involved in the Environmental Baseline program which gave us the flexibility to choose what we wanted to work on in terms of marine research to tackle and how to approach it, which worked very well. It also had multi-year funding that helps a lot with continuity and planning.” (Atlantic)

“Make it easier to access smaller amounts. They don’t all have to be large, complex projects. There need to be opportunities for more small projects, with easier to fill out forms (e.g., check boxes) to obtain funds for straightforward, one-off projects. (Arctic)

(In terms of funding) Have the community describe what they want and what their objectives are and be advised on where that fits (under what funding stream). There’s a disconnect between what the federal government is using to shape and drive their funding streams and what communities actually need or are trying to do. (Arctic)

Several areas for improvement were mentioned by key informants. This includes further engagement with Indigenous communities and sharing of Indigenous knowledge for consideration in marine related decisions and planning. The short duration of funding agreements for OPP activities, along with the looming end of the OPP funding cycle, was mentioned by some key informants in terms of resulting in uncertainty or inertia in continuing activities and retaining employees. Challenges in reporting on funded activities, particularly when a project is funded by multiple federal departments, restricts how funding can be used due to reporting requirements or generally deviates from how a community views the benefits

of a project were noted by some. A few talked about delays in OPP implementation, particularly the length of time from the OPP funding announcement to workshops and information sessions, and finally to initiatives in the community. Delays due to the COVID-19 pandemic were also mentioned.

Never fully understood at the beginning of the process why initiatives were selected. More could have been done in terms of transparency on why initiatives were selected. (Quebec)

“There needs to be a longer time horizon and commitment for long term planning. We can’t plan one year at a time for staffing and operational coordination. We need longer term funding commitments to cover these and even for office share in proximity to Government of Canada staff so we can be there to work closely with and coordinate.” (Atlantic)

“With funding, in some ways the challenge around that is when we get funding from DFO and Transport Canada, it becomes a bit of a reporting nightmare. That makes it tough when we consider that the work is really interdependent, and not easy to split apart. It becomes a paper exercise, it’s not easily pulled apart.” (Pacific)

“We have been delayed so much the last year and a half, we are trying to catch up, only because of the shutdowns we have been having.” (Arctic)

Role of Indigenous Communities in Decisions about Marine Safety

Most key informants feel that the OPP can help Indigenous communities play an active role in decisions about marine safety. Most said that initially, the OPP was presented to communities as an established plan with no consultation on the development of the plan. However, many key informants said that, over time, the Government of Canada has worked with communities in a collaborative manner to identify community needs, capacity, and activities that communities can engage in to help protect Canada’s coast. According to many informants, Indigenous coastal communities have experienced an increasing ability to make decisions about how their community will be involved in an activity that contributes to marine safety, along with the ability to influence what activities take place and shape the delivery of the activity. This engagement does not necessarily mean that Indigenous communities have a role in ultimate decision making, however, according to some key informants. These key informants state that governments are the only entity with the ability to implement decisions, such as regulation and legislative changes.

“Through the OPP there was two initiatives ... that allowed us to patrol our coastline with our own crew and boat. It gave our community members employment for the summer and gave our community peace of mind. It is a big part of our lives that we are still trying to gain the trust with the government because of all the things that happened in the past. The OPP has been great in making that relationship stronger. We don’t have to wait for things to go sideways before we know about it. We kept track of ships going through, that they are following the rules and regulations.” (Arctic)

“I think they can start talking about making policy changes, or mandate changes, to look at where it aligns with the reconciliation framework agreement and different conversations they have been

having with Indigenous communities. They say there are limitations, but are the limitations due to the mandate or something else, I don't know." (Pacific)

"The OPP can help [Indigenous communities] make a limited role in decisions. There is response and monitoring. But none of these activities make any impact on having a say in the amount of traffic on the water." (Quebec)

"If you create an application or program for a group and don't include them in the development and planning, of course it's not going to be very useful or successful. This only makes sense and I can't think of another application where you wouldn't do that. (Atlantic)

"We have a larger role to play in informing the federal and provincial government about what is happening on our water ways. We see those impacts directly and can play a larger role in what can happen and what should happen in our waterways to ensure that there are no accidents and pollution events. Also, we have not ceded titles to our waters which ensures we have a say in what is happening in those waters and how enforcement and protection are being implemented in our waters." (Ontario)

Partnerships

The creation of partnerships between the Government of Canada and Indigenous communities is critical, according to all key informants. Some key informants caution that "not all partners are equal" in some partnership models and there is a well recognized historical imbalance of power between the Government of Canada and Indigenous communities. In order for Indigenous communities to have the opportunity to participate in a partnership with the Government of Canada on marine safety issues, the federal government must be open to changing the structure of how they interact with Indigenous communities, as articulated by some key informants. For a partnership to be effective, there needs to be an opportunity for equal input "at the table" in terms of identifying needs and solutions, according to some key informants. Some key informants also stated that Indigenous communities must have support for capacity building in order to have representatives dedicated to participating in the partnership; particularly given the increasing demands on Indigenous communities for other consultation activities and the priorities within their own communities.

"It's the David and Goliath question. You are already starting off on an unequal footing. On the one side you have all of these departments and experts and planners, and on the other side you have a handful of individuals representing the community, with limited tools, background and education." If you have an established program where you go into each community and work with a small group of people to inform and training and equip them and make it known to everyone else in the community that they are now authorized, trained and equipped to handle the problem, you have created an authority; a place where the community can turn that is recognized. They are endowed with authority to address the issues in the community and that hub can be tied back to the Government/Plan. That is probably the most meaningful type of relationship that you can created between GC and communities." (Arctic)

"Effective partnership would be having a dedicated representative in the community and with the Government of Canada – a single point of contact of who we are working with and sharing

information back and forth through them would help. We are looking for help to simply and streamline how government programs work and which to apply for and how to get our input heard. Allows us to build the relationship and trust and understanding. Could also appoint a person on our side who gets training to act as liaison, but we would need it to be funded.” (Ontario)

Partnerships can be sustainable, according to key informants, by having a formal structure for the partnership, having both parties physically located close together, having open and consistent dialogue, and ensuring a transfer of knowledge when personnel change. The Reconciliation Framework Agreement was cited by key informants in the Pacific region as an effective tool to guide how Indigenous communities and the Government of Canada can work together on a common goal. These key informants point to the Reconciliation Framework Agreement as having the ability to formally guide the governance, management, and protection of oceans in the region. The partnership model of the RFA helps to ensure collaborative planning and solutions between the Government of Canada and Indigenous coastal communities, while remaining flexible.

“The partnership model that we have going through the RFA is a good start. Over time, that will mature further, I hope. It then becomes a stronger partnership and each of the parties are bringing something to the table to work together, as opposed to handing from one to another or a lopsided relationship.” (Pacific)

“It is creating an understanding, especially RFA Nations. We have the ability to provide our feedback to different levels of government as to what our concerns are.” (Pacific)

“[to support sustainable partnerships, there should be] 10 year agreements with shared values and yearly objectives that are project-based, but under an overall framework where everything is coordinated to overall objectives and timelines. That would give us more security to carry through more than just year to year.” (Atlantic)

Many key informants cited “mutual trust” as a key element of an effective partnership. In order to have a “meaningful partnership”, there needs to be a respectful dialogue and recognition for one another’s roles and knowledge systems, according to some key informants. Characteristics of a meaningful partnership were further described by some key informants as “receiving and accepting feedback of each party” to find solutions and having established trust and respect to “have difficult conversations”.

“This (success with EMSA) worked because people involved were willing to listen and make the necessary changes to make it happen, and where possible, even bring the senior level people to the meetings, who have the authority to make the changes. That is the true definition of a Nation to Nation relationship.” (Atlantic)

“These relationships could be used as a means of checking to have more points of contact, not because of a specific project activity or outcome, but just to see how things are going and if there is anything new that had developed or needs to be given attention and addressed, inform them of something coming up, and ask if they would like more information. It would help to foster the

connectedness and genuine desire to understand, and improve on the quality of the partnership.”
(Atlantic)

Several also spoke of the need for appointed single points of contact and continuity in order to have a meaningful partnership.

“Having someone within the community to help focus attention is important. There needs to be a liaison in IC and GC on both sides for meaningful connection. A Liaison will help to establish greater focus on developing the program so that there is a bit more comprehension and better coordination. Someone to help establish how GC objectives are met while at the same time also seeing how to fit the needs and objectives of the IC as well” (Atlantic)

OPP has been an effective tool for creating meaningful partnerships, according to many key informants. The dialogue between the government of Canada and Indigenous communities has helped to identify needs of the community and opportunities to engage in activities related to marine safety. Relationship building between representatives of the Government of Canada and Indigenous communities has led to increased trust and the opportunity to work together as partners on shared goals. However, some key informants reiterate that Indigenous communities did not have the opportunity to contribute to the design of OPP or on many decisions related to activities that are implemented to help protect Canada’s coasts and waterways.

“Meaningful partnership is when there is a good level of respect and recognition of one another’s roles. Where there are no surprises. Where there is a strong support system that goes both ways. OPP in supporting the implementation of the RFA has made huge leaps [to a meaningful partnership].” (Pacific)

“The OPP pillars are relevant and meaningful to First Nation communities on every front so to me it’s the ideal mechanism to engage and help First Nations in terms of capacity and creating partnership.”
(Atlantic)

“Meaningful partnership means that First Nations can see their interests, their recommendations, reflected in policy and programming. That different elements of the program are being co-designed with First Nations from the very beginning and not as an afterthought.” (Pacific)

“Reconciliation part has to continue moving and need the right people who are going to listen to the Indigenous people. The government has been good and we have had equal partnerships through the whole thing. We are the experts in this area, not people who come in for two weeks on a research project. The government needs to make us an equal partner in everything done up there. With OPP we are going to let the government know if something is not right in this area, we just don’t have the resources to do it on our own. Meaningful partnership is the same as equal partnership to me. We are given a say in everything and not being dictated to, ‘here is \$300K, you are going to do it this way’. That approach never worked, it is just hush money. We now see that what we say we want up here is being listen to.” (Arctic)

Several participants also spoke of the need for evaluation of what has and has not worked well so far in the OPP and sharing of lessons learned. Some also described measurements of a successful partnership in the degree of contact with Indigenous communities and also the extent to which there is evidence that their input is heard.

“Collecting lessons learned is important, and also having end dates for a program like OPP you also need to be involving the communities since they make be the only ones carrying on and keeping the dream alive is important.” (Arctic)

“A lot has been learned from the initial OPP that has blown everyone’s minds and shown the Government about Indigenous capacity and knowledge. Sometimes it just takes some resources to support these communities in the way they need to be able to participate in this kind of self-determined process. If you provide the appropriate resources to Indigenous communities it allows them to engage on their own terms and it makes what they are working on way more valuable because it actually means something to the community and is not just a checkbox process.” (Atlantic)

“When you create appropriate spaces and platforms of trust and respect, where you are willing to talk about failures and mistakes in a transparent way, it’s more important than even the benefits coming out of it. Being able to share with other communities what didn’t go well and what was learned is important in savings time and investment. (In these situations) Rather than looking for fault or assigning blame, it’s about learning. We would want to know more about evaluation/lessons learned about this past OPP and reflect on this going into OPP 2.0.” (Atlantic)

“Measuring success would come from seeing that our input is having an impact and that we are heard. Also, showing us that there are changes and results/outcome from the efforts. Seeing action and improvements over time (progress is happening) tells you it’s been effective. (Ontario)

APPENDICES

A. METHODOLOGICAL DETAILS

The survey is comprised of 2,826 completed cases, including 2,224 with the general public and 602 with Indigenous peoples, with findings reported separately for each. The survey relied on a mix of panel and random public sources, with collection taking place online and through a team of trained, bilingual interviews between in between January 24 and February 24, 2020.

In a second phase, qualitative interviews were conducted by telephone with 26 Indigenous interview participants. This includes six conducted in the Pacific Region, seven in the Arctic Region, four in Quebec, three in Ontario, and five in the Atlantic Region, along with one from a nation organization. Interviews were conducted in February and early March 2022.

The process for collection is described separately for each below.

General Public

This randomly recruited probability sample of 2,224 carries with it a margin of error of up to +/- 2.08 percent. This ranges between three and eight percent for all but a few segments of the sample explored in the analysis². The sample source is largely an in-house *Probit* panel of randomly recruited Canadians. Ten percent of the sample was collected with cell phone only sample. Two-thirds of the sample (n=1,247) is comprised of residents living in coastal communities, located near an ocean, St. Lawrence Seaway or Great Lakes shoreline. Of these 1,247 cases, 688 were sampled from a different sample source than the *Probit* panel. These cases were completed by telephone, from a random sample of all communities located within roughly 20 kilometres of an ocean, St. Lawrence Seaway or Great Lakes shoreline, provided the communities had a population of less than 20,000 residents. Once a sample frame was constructed and random sample drawn, these interviews were completed by our trained, bilingual interviewing team, to augment the representation of coastal communities in the general public sample. Therefore, of the overall sample of 2,224 roughly half percent were collected by trained, bilingual interviewers.

² The error associated with residents of the Prairies and Arctic Canada are wider (10% and 9%, respectively).

Probit panellists were selected using a random-digit dial (RDD) landline-cell phone hybrid sample frame. This is the same sample frame and sampling process used to conduct telephone surveys, which are considered to be representative of the population³. Once selected, they are contacted and recruited by telephone and asked to complete a basic profile (i.e. base survey instrument) including a range of demographic information about themselves. They are also asked if they would prefer to complete surveys online or by telephone. All sample members are eligible to participate, including those with cell phones only, those with no Internet access and those who simply prefer to respond by telephone rather than online. This panel represents a fully representative sample of Canadians, from which we can draw random samples and collect data in a more cost conscious and timely manner than would otherwise be possible in a traditional telephone survey. This panel of more than 120,000 individuals can be considered representative of the general public in Canada (meaning that the incidence of a given target population within our panel very closely resembles the public at large) and margins of error can be applied.

Prior to conducting the survey, the instrument was tested with 44 cases (21 in English and 23 cases in French; 34 completely online and 10 completed by telephone). Additional questions were placed on the pretest version of the online questionnaire asking about length, flow, clarity of wording and so on to elicit feedback from respondents. Minimal changes were made as a result of the testing, therefore these records were included in the final sample for analysis.

The online survey was administered using a bilingual questionnaire, installed on a secure web-server controlled by EKOS. The email invitation included a description and purpose of the survey (in both languages) along with a link to the survey website. The survey database was mounted using a Personalized Identification Number (PIN), so only individuals with a PIN were allowed access to the survey (the PIN was included in the email invitation). The questionnaire was prefaced with a brief introduction to the study and rationale for the research. The voluntary and confidential nature of the survey was also emphasized. A total of three mailings were sent: an initial invitation and two reminders. Survey data collection adhered to all applicable industry standards as set out by the Canadian Research Insights Council (CRIC). All invited panel members were informed of their rights under current Privacy legislation, as well as how to obtain a copy of their response and results of the survey.

³ Canadian Internet Use, Statistics Canada.

In completing the cases that were administered by telephone 1,371 panel sample members were called. Removing the numbers found not to be valid (41) leaves a valid sample of 1,330, of which 98 interviews were completed for a participation rate of 7%. A total of 49,850 telephone numbers were also randomly drawn from the sample frame created of small, coastal communities. Of these 9,970 were found not to be valid, leaving a valid sample of 39,880. Of these, 710 interviews were completed and 374 were found to be ineligible (i.e., not from a coastal community) for a response rate of 3%.

In the online portion of this survey, an initial sample of 12,240 was drawn. Based on sample attempted out of completed interviews combined with those found out of scope for the survey, the response rate was 12 percent⁴. The average length of the interview was 15 minutes online and 23 minutes by telephone.

Respondents were informed in the invitation that all responses are completely confidential and no responses will be linked to individual names.

Indigenous peoples in Canada

The Indigenous sample was assembled within the four populations (First Nations residents of Indigenous communities, First Nations in Urban Centres, Métis and Inuit). Inuit were largely completed as telephone interviews based on random sample selected from the four geographical Inuit regions (Nunavut, Inuvialuit, Nunavik and Nunatsiavut). The First Nations in Indigenous Communities was sample from a frame of telephone numbers listed within geographical areas listed as reserves. Combining the two populations, a total of 27,855 telephone numbers were called. Of these 7,509 were found not to be valid, leaving a functional sample of 20,346. A total of 416 cases were completed, although it was later determined that some are not eligible (i.e., not Indigenous) and 413 cases were initially considered to be out of scope. The response rate for the combined sample is 4%. The online cases collected for the Indigenous sample largely included Métis and First Nations people, relying on an online panel. In total 837 emails were sent of which 168 cases were completed for a participation rate of 20%.

Including both the general public and Indigenous samples, the database was reviewed following data collection for data quality, outliers, coding requirements, weighting and construction of independent variables, and was used to explore sub-group patterns (e.g., by age, gender and so on) in the analysis. Weighting of the sample was based on population parameters according to the latest Census on age, gender and region of the country. For the general public it also

⁴ 12,240 were sent by email. Excluding 73 found invalid during telephone attempts) the valid sample is 12,167. The response rate for the 1,451 cases completed online out of the valid sample of 12,167 is 11.9 %.

controlled for coastal and non-coastal sample. For the Indigenous sample it also controlled for the four population types (First Nations people, Métis and Inuit).

Sample Characteristics

The following table presents a sample profile for the general public and Indigenous populations in the survey. This includes demographic characteristics related to type of community, region, age, education, household income, whether they were born in Canada and gender. Each is presented for the sample of the general public and Indigenous peoples in Canada. The concentration of coastal residents in each of the general public and Indigenous peoples samples is much higher than it was in 2020 and 2018, although each sample is weighted to the sample population proportions.

Table 7: Sample Characteristics

Table 6a: Do you live in one of the following types of communities? (Multiple response)

| Types of communities | 2022 GEN POP | 2020 GEN POP | 2018 GEN POP | 2022 INDIGENOUS | 2020 INDIGENOUS | 2018 INDIGENOUS |
|---|-------------------------|-------------------------|-------------------------|----------------------------|----------------------------|----------------------------|
| <i>n= (unweighted percentages shown)</i> | 2224 | 2141 | 2168 | 567 | 561 | 1239 |
| A coastal community, within about 20 kilometres of an ocean, St. Lawrence Seaway or Great Lakes shoreline | 56% | 33% ⁵ | 42% ⁵ | 54% | 37% | 36% |
| Rural community of fewer than 5,000 residents | 21% | 23% | 23% | 39% | 41% | 36% |
| Remote community that is further than 500 kilometres or a 5 hour drive of an urban community | 5% | 4% | 6% | 15% | 18% | 14% |
| None of these | 35% | 48% | 41% | 26% | 30% | 35% |
| Prefer not to say | 0% | 1% | 1% | 0% | 2% | 1% |

⁵ Percentage of coastal community residents in the general public sample is shown unweighted. Weighted proportion in population applied to data for analysis is 27%.

Table 7b: In which province or territory do you live?

| Province or territory | 2022 GEN POP | 2020 GEN POP | 2018 GEN POP | 2022 INDIGENOUS | 2020 INDIGENOUS | 2018 INDIGENOUS |
|--|-----------------|-----------------|-----------------|--------------------|--------------------|--------------------|
| <i>n= (unweighted percentages shown)</i> | 2242 | 2141 | 2167 | 567 | 561 | 1239 |
| Newfoundland and Labrador | 3% | 2% | 2% | 5% | 7% | 5% |
| Prince Edward Island | 2% | 2% | 3% | 0% | 0% | 1% |
| Nova Scotia | 7% | 5% | 5% | 4% | 4% | 4% |
| New Brunswick | 3% | 3% | 2% | 2% | 3% | 2% |
| Quebec | 21% | 20% | 23% | 18% | 12% | 18% |
| Ontario | 31% | 33% | 29% | 25% | 20% | 24% |
| Manitoba | 2% | 2% | 3% | 6% | 10% | 8% |
| Saskatchewan | 1% | 3% | 2% | 3 | 5% | 5% |
| Alberta | 4% | 10% | 9% | 9% | 9% | 8% |
| British Columbia | 23% | 14% | 17% | 18% | 13% | 13% |
| Territories | 2% | 6% | 3% | 10% | 18% | 10% |
| | | | | | | |
| | | | | | | |

Table 7c: In which of the following age categories do you belong?

| Age categories (<i>unweighted percentages shown</i>) | 2022 GEN POP | 2020 GEN POP | 2018 GEN POP | 2022 INDIGENOUS | 2020 INDIGENOUS | 2018 INDIGENOUS |
|--|-----------------|-----------------|-----------------|--------------------|--------------------|--------------------|
| <i>n=</i> | 2242 | 2141 | 2168 | 602 | 561 | 1239 |
| 18 to 24 | 5% | 11% | 7% | 2% | 3% | 6% |
| 25 to 34 | 13% | 17% | 14% | 7% | 10% | 16% |
| 35 to 44 | 16% | 16% | 15% | 10% | 14% | 14% |
| 45 to 54 | 18% | 18% | 21% | 20% | 22% | 21% |
| 55 to 64 | 17% | 17% | 20% | 27% | 28% | 24% |
| 65 or older | 31% | 21% | 23% | 32% | 22% | 19% |
| No answer | 1% | 1% | 1% | 1% | 1% | 1% |

Table 7d: What is the highest level of formal education that you have completed?

| Level of Education | 2022 GEN POP | 2020 GEN POP | 2018 GEN POP | 2022 INDIGENOUS | 2020 INDIGENOUS | 2018 INDIGENOUS |
|--|-----------------|-----------------|-----------------|--------------------|--------------------|--------------------|
| <i>n</i> = | 2242 | 2141 | 2168 | 567 | 561 | 1239 |
| Grade 8 or less | 1% | 1% | 1% | 3% | 2% | 2% |
| Some high school | 3% | 3% | 5% | 7% | 9% | 14% |
| High school diploma or equivalent | 22% | 19% | 20% | 20% | 18% | 25% |
| Registered Apprenticeship or other trades certificate or diploma | 5% | 6% | 6% | 7% | 5% | 5% |
| College, CEGEP or other non-university certificate or diploma | 21% | 25% | 25% | 22% | 28% | 24% |
| University certificate or diploma below bachelor's level | 7% | 6% | 8% | 3% | 7% | 7% |
| Bachelor's degree | 24% | 24% | 21% | 24% | 17% | 14% |
| Post graduate degree above bachelor's level | 16% | 15% | 13% | 13% | 11% | 7% |
| Prefer not to say | 1% | 1% | 2% | 1% | 2% | 2% |

Table 7e: Which of the following categories best describes your total annual household income, including income from all household members, before taxes are deducted?

| Total annual household income | 2022 GEN POP | 2020 GEN POP | 2018 GEN POP | 2022 INDIGENOUS | 2020 INDIGENOUS | 2018 INDIGENOUS |
|---------------------------------|-----------------|-----------------|-----------------|--------------------|--------------------|--------------------|
| <i>n</i> = | 2242 | 2141 | 2168 | 567 | 561 | 1239 |
| Under \$20,000 | 5% | 5% | 8% | 13% | 11% | 19% |
| Between \$20,000 and \$39,999 | 11% | 12% | 13% | 12% | 12% | 19% |
| Between \$40,000 and \$59,999 | 14% | 14% | 14% | 14% | 12% | 15% |
| Between \$60,000 and \$79,999 | 12% | 11% | 12% | 14% | 12% | 11% |
| Between \$80,000 and \$99,999 | 12% | 13% | 11% | 8% | 8% | 10% |
| Between \$100,000 and \$149,999 | 18% | 17% | 15% | 19% | 17% | 9% |
| \$150,000 or above | 16% | 13% | 12% | 9% | 13% | 6% |
| Prefer not to say | 13% | 14% | 16% | 11% | 15% | 10% |

Table 7f: Where were you born?

| Location of birth | 2022 GEN POP | 2020 GEN POP | 2018 GEN POP | 2022 INDIGENOUS | 2020 INDIGENOUS | 2018 INDIGENOUS |
|--------------------------|-------------------------|-------------------------|-------------------------|----------------------------|----------------------------|----------------------------|
| <i>n=</i> | 2242 | 2141 | 2168 | 567 | 561 | 1239 |
| Born in Canada | 95% | 88% | 87% | 99% | 96% | 97% |
| Born outside Canada | 3% | 11% | 2% | 0% | 3% | 2% |
| European, All others | -- | 1% | 2% | -- | 0% | 0% |
| European, All others | -- | 1% | 2% | -- | 0% | 0% |

Table 7g: Are you...?

| Gender | 2022 GEN POP | 2020 GEN POP | 2018 GEN POP | 2022 INDIGENOUS | 2020 INDIGENOUS | 2018 INDIGENOUS |
|-------------------------|-------------------------|-------------------------|-------------------------|----------------------------|----------------------------|----------------------------|
| <i>n=</i> | 2242 | 2141 | 2168 | 567 | 561 | 1239 |
| Male | 48% | 48% | 49% | 47% | 47% | 53% |
| Female | 51% | 51% | 51% | 52% | 51% | 47% |
| Prefer to self-describe | 1% | -- | -- | 1% | -- | -- |
| Prefer not to say | 1% | 1% | 1% | 1% | 1% | 0% |

B. INDIGENOUS PARTICIPANTS IN-DEPTH INTERVIEWS

In a second phase of the study, EKOS conducted qualitative interviews with individuals representing Indigenous coastal communities. An interview list was provided by OPP, identifying individuals from Indigenous communities in the Atlantic, Arctic, Ontario, Quebec, and Pacific Regions. In total, 26 interviews were conducted; this includes six interviews conducted in the Pacific Region, seven in the Arctic Region, four in Quebec, three in Ontario, and six in the Atlantic Region, as well as one with a National Indigenous Organization. Interviews were conducted between February and March 2020. The interviews were conducted using a semi-structured guide, consisting of issues identified by OPP and questions developed collaboratively between OPP and EKOS. The interview guide was developed in English and translated to French and interviews were conducted in the interviewee's official language of choice. An honorarium of \$150 was offered to participants. Most interviews lasted 45-60 minutes, all conducted by telephone.

C. SURVEY QUESTIONNAIRE

INTRO

Thank you for taking the time to complete this survey dealing with current issues of interest to Canadians and Indigenous peoples. Si vous préférez répondre au sondage en français, veuillez cliquer sur « Français » dans le coin supérieur droit.

Your participation is voluntary, and your responses will be kept entirely confidential. The survey takes about 15 minutes to complete and is registered with the Canadian Research Insights Council's (CRIC) Research Verification Service. This survey is being directed by EKOS Research and is being administered according to the requirements of the *Privacy Act*.

The personal information you provide to Transport Canada is collected in accordance with the *Privacy Act* in accordance with the Treasury Board Directive on Privacy Practices. We only collect the information we need to conduct the research project. In addition to protecting your personal information, the *Privacy Act* gives you the right to request access to and correction of your personal information. Responses will be anonymous insofar as they will only be reported in groups of at least 10 respondents.

For more information about these rights, or about our privacy practices, please contact Transport Canada's Privacy Coordinator at 613-993-6161. You also have the right to file a complaint with the Privacy Commissioner of Canada at www.priv.gc.ca if you think your personal information has been handled improperly.

QCOMM [1,4]

Do you live in one of the following types of communities?

Select all that apply

| | |
|---|----|
| A coastal community, within about 20 kilometres of an ocean, the St. Lawrence or a Great Lake shoreline | 2 |
| Rural community of fewer than 5,000 residents | 3 |
| Remote community that is further than 500 kilometres or a 5-hour drive from an urban community | 4 |
| None of these | 98 |
| Prefer not to say | 99 |

Q30

Do you consider yourself to be an Indigenous Person or member of a First Nation?

| | |
|------------|---|
| Yes | 1 |
| No | 2 |
| Don't know | 8 |
| Refuse | 9 |

Q30B**YES**

Which of the following best describes you? Are you a First Nations Person, Métis, or Inuk?

| | |
|-----------------|----|
| First Nations | 1 |
| Métis | 2 |
| Inuk | 3 |
| Other (specify) | 77 |
| Refuse | 99 |

Q31**FN**

Do you live in an Indigenous community for at least six months of the year?

| | |
|------------|---|
| Yes | 1 |
| No | 2 |
| Don't know | 8 |
| Refuse | 9 |

PQ1

How would you characterize your level of awareness (e.g., the degree you feel informed) about each of the following?

Q1A

Marine safety issues including safe shipping practices in Canada

| | |
|--------------------|----|
| Not at all aware 1 | 1 |
| 2 | 2 |
| Moderately aware 3 | 3 |
| 4 | 4 |
| Very aware 5 | 5 |
| Don't know | 98 |

Q1B

Steps taken in Canada to protect the marine environment

| | |
|--------------------|----|
| Not at all aware 1 | 1 |
| 2 | 2 |
| Moderately aware 3 | 3 |
| 4 | 4 |
| Very aware 5 | 5 |
| Don't know | 98 |

PQ2

How important would you say that each of the following are to you?

Q2A

Marine safety including safe shipping practices

| | |
|------------------------|---|
| Not at all important 1 | 1 |
| 2 | 2 |
| Somewhat important 3 | 3 |

| | |
|------------------|----|
| 4 | 4 |
| Very important 5 | 5 |
| Don't know | 98 |

Q2B

Protecting the marine environment

| | |
|------------------------|----|
| Not at all important 1 | 1 |
| 2 | 2 |
| Somewhat important 3 | 3 |
| 4 | 4 |
| Very important 5 | 5 |
| Don't know | 98 |

Q39

How confident are you in Canada's marine safety system?

| | |
|------------------------|----|
| Not at all confident 1 | 1 |
| 2 | 2 |
| Moderately confident 3 | 3 |
| 4 | 4 |
| Very confident 5 | 5 |
| Don't know | 98 |

Q40 [1,4]

CONFIDENT/NOT CONFIDENT

Can you point to something that you have heard or seen that makes you feel this way?

Select all that apply

| | |
|--|----|
| Stories I hear or read in the news | 1 |
| What people say on social media (e.g., Facebook, Twitter, YouTube) | 2 |
| What I see in my community/around me | 3 |
| Other (specify) | 77 |
| Don't know/No response | 98 |

Q6

CONFIDENT/NOT CONFIDENT

Has your confidence in Canada's marine safety system increased, decreased or stayed the same compared with five (5) years ago?

| | |
|--------------------------|----|
| Decreased a lot 1 | 1 |
| 2 | 2 |
| Same as five years ago 3 | 3 |
| 4 | 4 |
| Increased a lot 5 | 5 |
| Don't know/ No response | 98 |

Q4

As far as you know, does the Government of Canada have programs, regulations or activities in place to:

Q4A

prevent accidents, such as an oil spill, that contribute to marine pollution

| | |
|--------|----|
| Yes | 1 |
| No | 2 |
| Unsure | 98 |

Q4B

monitor marine pollution

| | |
|--------|----|
| Yes | 1 |
| No | 2 |
| Unsure | 98 |

Q4C

respond to accidents, such as an oil spill, that contribute to marine pollution

| | |
|--------|----|
| Yes | 1 |
| No | 2 |
| Unsure | 98 |

Q4D

work closely with Indigenous peoples and coastal communities to protect Canada's coasts and waterways

| | |
|--------|----|
| Yes | 1 |
| No | 2 |
| Unsure | 98 |

Q8

Have you seen, read or heard anything about the Government of Canada's Oceans Protection Plan?

| | |
|--------|----|
| Yes | 1 |
| No | 2 |
| Unsure | 98 |

Q9

<[Q8 = 1]As you may be aware, the[ELSE]The> Government of Canada launched the Oceans Protection Plan in November 2016. It involves a \$1.5 billion investment to better protect Canada's coasts and waterways and improve marine safety. Do you recall hearing or reading about this initiative?

| | |
|-------------|----|
| Yes clearly | 1 |
| Yes vaguely | 2 |
| No | 3 |
| Unsure | 98 |

Q10 [1,11]

IF YES

Where do you recall hearing about Canada's Oceans Protection Plan?

Select all that apply

| | |
|--|----|
| Television | 1 |
| Radio | 2 |
| Daily newspapers | 3 |
| Neighbourhood or community newspapers (i.e., non-daily) online | 4 |
| Magazines | 5 |
| The Internet (general mention) | 6 |
| Social media (e.g., Facebook, Instagram, Twitter, LinkedIn, YouTube) | 7 |
| Transport Canada or other Government of Canada website | 8 |
| Mail from the Government of Canada | 9 |
| Word of mouth (through a friend, family or acquaintance) | 10 |
| Other, specify (try to be as specific as you can): | 77 |
| Don't remember | 98 |

Q11 [1,6]

IF YES

What do you recall hearing about the Plan?

Select all that apply

| | |
|--|----|
| Government improving how it prevents and responds to marine pollution incidents | 1 |
| Government preserving and restoring coastal marine ecosystems | 2 |
| Government collaborating with local communities to address marine traffic | 3 |
| Government working closely with Indigenous peoples and coastal communities to protect Canada's coasts | 4 |
| Government updating Canada's regulatory and legislative regime to protect people, vessels, and the environment | 5 |
| Other (specify) | 77 |
| Don't know/No response | 98 |

PQ15

How important are each of the following aspects of the Government of Canada's Ocean Protection Plan?

Q15A

Bringing more Canadians and Indigenous peoples into the marine safety system

| | |
|------------------------|----|
| Not at all important 1 | 1 |
| 2 | 2 |
| Moderately important 3 | 3 |
| 4 | 4 |
| Very important 5 | 5 |
| Don't know | 98 |

Q15B

Making marine accidents and ship-source pollution response stronger, better, and faster

| | |
|------------------------|---|
| Not at all important 1 | 1 |
| 2 | 2 |

| | |
|------------------------|----|
| Moderately important 3 | 3 |
| 4 | 4 |
| Very important 5 | 5 |
| Don't know | 98 |

Q15C

Protecting Canada's marine species, including threatened or endangered whales

| | |
|------------------------|----|
| Not at all important 1 | 1 |
| 2 | 2 |
| Moderately important 3 | 3 |
| 4 | 4 |
| Very important 5 | 5 |
| Don't know | 98 |

Q15D

Protecting and restoring marine coastal ecosystems

| | |
|------------------------|----|
| Not at all important 1 | 1 |
| 2 | 2 |
| Moderately important 3 | 3 |
| 4 | 4 |
| Very important 5 | 5 |
| Don't know | 98 |

Q15E

Removing wrecked and abandoned vessels

| | |
|------------------------|----|
| Not at all important 1 | 1 |
| 2 | 2 |
| Moderately important 3 | 3 |
| 4 | 4 |
| Very important 5 | 5 |
| Don't know | 98 |

Q15F

Investing in scientific research to support evidence-based decisions on marine safety

| | |
|------------------------|----|
| Not at all important 1 | 1 |
| 2 | 2 |
| Moderately important 3 | 3 |
| 4 | 4 |
| Very important 5 | 5 |
| Don't know | 98 |

Q15G

Improving marine safety in the Arctic

| | |
|------------------------|----|
| Not at all important 1 | 1 |
| 2 | 2 |
| Moderately important 3 | 3 |
| 4 | 4 |
| Very important 5 | 5 |
| Don't know | 98 |

Q15J

Strengthen polluter-pay principles to ensure that the polluter takes responsibility for spills that damage marine environments

| | |
|------------------------|----|
| Not at all important 1 | 1 |
| 2 | 2 |
| Moderately important 3 | 3 |
| 4 | 4 |
| Very important 5 | 5 |
| Don't know | 98 |

PQ16

What kind of impacts do you think the Ocean Protection Plan has had on the following?

Q16A

The health of Canada's coasts and waterways

| | |
|------------------------|----|
| Very negative impact 1 | 1 |
| 2 | 2 |
| No impact 3 | 3 |
| 4 | 4 |
| Very positive impact 5 | 5 |
| Don't know | 98 |

Q16B

The health of marine life and plants

| | |
|------------------------|----|
| Very negative impact 1 | 1 |
| 2 | 2 |
| No impact 3 | 3 |
| 4 | 4 |
| Very positive impact 5 | 5 |
| Don't know | 98 |

Q16C

The health of people living in Indigenous, as well as coastal communities

| | |
|------------------------|----|
| Very negative impact 1 | 1 |
| 2 | 2 |
| No impact 3 | 3 |
| 4 | 4 |
| Very positive impact 5 | 5 |
| Don't know | 98 |

Q16D

The safety and security of the shipping industry

| | |
|------------------------|----|
| Very negative impact 1 | 1 |
| 2 | 2 |
| No impact 3 | 3 |
| 4 | 4 |
| Very positive impact 5 | 5 |
| Don't know | 98 |

Q16E

Local economies near Canada's coasts and waterways

| | |
|------------------------|----|
| Very negative impact 1 | 1 |
| 2 | 2 |
| No impact 3 | 3 |
| 4 | 4 |
| Very positive impact 5 | 5 |
| Don't know | 98 |

Q16F

Protecting endangered whales

| | |
|------------------------|----|
| Very negative impact 1 | 1 |
| 2 | 2 |
| No impact 3 | 3 |
| 4 | 4 |
| Very positive impact 5 | 5 |
| Don't know | 98 |

PQ29

The Oceans Protection Plan is a \$1.5 billion national strategy intended to help establish a world-leading marine safety system that provides economic opportunities for Canadians today while protecting our coastlines for generations to come. How confident are you that the Oceans Protection Plan has?

Q29A

Improved marine safety and responsible shipping along Canada's waterways and coasts

| | |
|------------------------|----|
| Not at all confident 1 | 1 |
| 2 | 2 |
| Moderately confident 3 | 3 |
| 4 | 4 |
| Very confident 5 | 5 |
| Don't know | 98 |

Q29B

Preserved and protected Canada's marine environment

| | |
|------------------------|----|
| Not at all confident 1 | 1 |
| 2 | 2 |
| Moderately confident 3 | 3 |
| 4 | 4 |
| Very confident 5 | 5 |
| Don't know | 98 |

Q29C

Offered new possibilities for Indigenous and coastal communities to participate in Canada's marine safety system?

| | |
|------------------------|---|
| Not at all confident 1 | 1 |
| 2 | 2 |
| Moderately confident 3 | 3 |

| | |
|------------------|----|
| 4 | 4 |
| Very confident 5 | 5 |
| Don't know | 98 |

PQ32

Canada's Marine Oil Spill Preparedness and Response Regime was established in 1995 as a partnership between government and industry. As the federal department responsible for the regime, Transport Canada sets and enforces its guidelines and regulations.

How confident are you that Canada's Marine Oil Spill Response System can do each of the following?

Q32A

Clean up an oil spill

| | |
|------------------------|----|
| Not at all confident 1 | 1 |
| 2 | 2 |
| Moderately confident 3 | 3 |
| 4 | 4 |
| Very confident 5 | 5 |
| Don't know | 98 |

Q32B

Provide a timely response to an oil spill

| | |
|------------------------|----|
| Not at all confident 1 | 1 |
| 2 | 2 |
| Moderately confident 3 | 3 |
| 4 | 4 |
| Very confident 5 | 5 |
| Don't know | 98 |

Q32C

Ensure that polluters pay and that impacted communities are compensated for a ship-source spill or marine accident

| | |
|------------------------|----|
| Not at all confident 1 | 1 |
| 2 | 2 |
| Moderately confident 3 | 3 |
| 4 | 4 |
| Very confident 5 | 5 |
| Don't know | 98 |

PQ21

HALF SAMPLE FOR NON-INDIGENOUS, NON-COASTAL

How much of a role should each of the following have in developing marine safety including safe shipping in your area?

Q21A

The Government of Canada

| | |
|--------------------|----|
| No role at all | 1 |
| 2 | 2 |
| A moderate role | 3 |
| 4 | 4 |
| A very strong role | 5 |
| Don't know | 98 |

Q21B

Your provincial government

| | |
|--------------------|----|
| No role at all | 1 |
| 2 | 2 |
| A moderate role | 3 |
| 4 | 4 |
| A very strong role | 5 |
| Don't know | 98 |

Q21C

Your < [Q31 = 1]Indigenous[ELSE]local> or regional government

| | |
|--------------------|----|
| No role at all | 1 |
| 2 | 2 |
| A moderate role | 3 |
| 4 | 4 |
| A very strong role | 5 |
| Don't know | 98 |

PQ24

HALF SAMPLE

As far as you know, in the past few years, how much of a role have each of the following played when it comes to addressing marine safety, including safe shipping practices in your area?

Q24A

The Government of Canada

| | |
|--------------------|----|
| No role at all | 1 |
| 2 | 2 |
| A moderate role | 3 |
| 4 | 4 |
| A very strong role | 5 |
| Don't know | 98 |

Q24B

Your provincial government

| | |
|--------------------|---|
| No role at all | 1 |
| 2 | 2 |
| A moderate role | 3 |
| 4 | 4 |
| A very strong role | 5 |

Don't know 98

Q24C

Your < [Q31 = 1]Indigenous[ELSE]local> or regional government

| | |
|----------------------|----|
| No role at all 1 | 1 |
| 2 | 2 |
| A moderate role 3 | 3 |
| 4 | 4 |
| A very strong role 5 | 5 |
| Don't know | 98 |

Q27

How important is it to you to have input into or feedback on decisions the Government of Canada makes about marine safety including safe shipping practices in your area?

| | |
|------------------------|----|
| Not at all important 1 | 1 |
| 2 | 2 |
| Moderately important 3 | 3 |
| 4 | 4 |
| Very important 5 | 5 |
| Don't know | 98 |

Q28

How important is it for Indigenous and coastal communities to be working closely with the Government of Canada on decisions about marine safety including safe shipping practices in your area?

| | |
|------------------------|----|
| Not at all important 1 | 1 |
| 2 | 2 |
| Moderately important 3 | 3 |
| 4 | 4 |
| Very important 5 | 5 |
| Don't know | 98 |

Q42

Have you ever looked for information about marine safety in Canada?

| | |
|------------|----|
| Yes | 1 |
| No | 2 |
| Don't know | 98 |

Q43 [1,13]

If you wanted to know more about Government of Canada programs, regulations and activities to protect Canada's coasts and waterways, where or who would you be most likely to go to for information?

Select all that apply

| | |
|---|---|
| News on television, radio or newspapers | 1 |
| Talk shows on television, radio or newspapers | 2 |

| | |
|--|----|
| Neighbourhood or community newspapers | 3 |
| Magazines | 4 |
| The Internet (e.g., search engine such as Google) | 5 |
| Social media (e.g., Facebook, Instagram, Twitter, LinkedIn, YouTube) | 6 |
| Transport Canada or other Government of Canada website | 7 |
| Call 1-800 O Canada or visit Government of Canada office | 8 |
| My friends, family, or acquaintances | 9 |
| Someone working in the shipping industry | 10 |
| Someone working in local marine transportation and safety | 11 |
| Relevant Non-Government Organization (e.g., environmental NGO) | 12 |
| Other, specify (try to be as specific as you can): | 77 |
| Don't remember | 98 |

Q44

How important do you think it is for the Government of Canada to report to Canadians about how it is performing in improving marine safety and generally protecting Canada's marine environment?

| | |
|------------------------|----|
| Not at all important 1 | 1 |
| 2 | 2 |
| Moderately important 3 | 3 |
| 4 | 4 |
| Very important 5 | 5 |
| Don't know | 98 |

PQ45

How important do you think it is for the Government of Canada to provide the following types of information to Canadians about its role in protecting Canada's coasts and waterways?

Q45A

Incidence of accidents/spills

| | |
|------------------------|----|
| Not at all important 1 | 1 |
| 2 | 2 |
| Moderately important 3 | 3 |
| 4 | 4 |
| Very important 5 | 5 |
| Don't know | 98 |

Q45B

The record of cleaning up spills

| | |
|------------------------|----|
| Not at all important 1 | 1 |
| 2 | 2 |
| Moderately important 3 | 3 |
| 4 | 4 |
| Very important 5 | 5 |
| Don't know | 98 |

Q45C

Opportunities to train residents in Indigenous and coastal communities

| | |
|------------------------|----|
| Not at all important 1 | 1 |
| 2 | 2 |
| Moderately important 3 | 3 |
| 4 | 4 |
| Very important 5 | 5 |
| Don't know | 98 |

Q45D

Implementation of new regulations to maintain safe shipping

| | |
|------------------------|----|
| Not at all important 1 | 1 |
| 2 | 2 |
| Moderately important 3 | 3 |
| 4 | 4 |
| Very important 5 | 5 |
| Don't know | 98 |

Q46

Have you ever participated in an engagement session in your area about marine safety or the Oceans Protection Plan?

| | |
|------------|----|
| Yes | 1 |
| No | 2 |
| Don't know | 98 |

QFSA

What are the first three digits of your postal code?

| | |
|-------------------|----|
| 77 | 77 |
| Prefer not to say | 99 |

QPROV

PREFER NOT TO SAY

In which province or territory do you live?

| | |
|---------------------------|----|
| Newfoundland and Labrador | 1 |
| Prince Edward Island | 2 |
| Nova Scotia | 3 |
| New Brunswick | 4 |
| Quebec | 5 |
| Ontario | 6 |
| Manitoba | 7 |
| Saskatchewan | 8 |
| Alberta | 9 |
| British Columbia | 10 |
| Yukon | 11 |
| Northwest Territories | 12 |
| Nunavut | 13 |
| None of the above | 99 |

QAGE

In what year were you born?

Note: answer the full year, i.e. 1977 As "1977"

| | |
|-----------|----|
| Year | 1 |
| No answer | 99 |

QAGE2

NO ANSWER

In which of the following age categories do you belong?

| | |
|-------------|----|
| 18 to 24 | 1 |
| 25 to 34 | 2 |
| 35 to 44 | 3 |
| 45 to 54 | 4 |
| 55 to 64 | 5 |
| 65 or older | 6 |
| No answer | 99 |

QEDUC

What is the highest level of formal education that you have completed?

| | |
|--|----|
| Grade 8 or less | 1 |
| Some high school | 2 |
| High school diploma or equivalent | 3 |
| Registered Apprenticeship or other trades certificate or diploma | 4 |
| College, CEGEP or other non-university certificate or diploma | 5 |
| University certificate or diploma below bachelor's level | 6 |
| Bachelor's degree | 7 |
| Post graduate degree above bachelor's level | 8 |
| Prefer not to say | 99 |

QINC

Which of the following categories best describes your total annual household income, including income from all household members, before taxes are deducted?

| | |
|---------------------------------|----|
| Under \$20,000 | 1 |
| Between \$20,000 and \$39,999 | 2 |
| Between \$40,000 and \$59,999 | 3 |
| Between \$60,000 and \$79,999 | 4 |
| Between \$80,000 and \$99,999 | 5 |
| Between \$100,000 and \$149,999 | 6 |
| \$150,000 or above | 7 |
| Prefer not to say | 99 |

QBORN

Where were you born?

| | |
|--|----|
| Born in Canada | 1 |
| Born outside Canada (Specify the country): | 2 |
| Prefer not to say | 99 |

QGENDR

Are you ...?

| | |
|-----------------------------------|----|
| Male | 1 |
| Female | 2 |
| Prefer to self-describe (specify) | 3 |
| Prefer not to say | 99 |

THNK

Thank you for taking the time to complete this survey, it is greatly appreciated.

D. INDIGENOUS PARTICIPANT INTERVIEW GUIDE

EKOS Research Associates Inc. has been hired by Transport Canada to conduct public opinion research to measure confidence in Canada’s marine safety system, and awareness of the Oceans Protection Plan (The Plan). This \$1.5 billion national strategy is designed to achieve a world-leading marine safety system for Canada that will help to improve marine safety, protect the ocean environment, and work collaboratively with Indigenous communities and other marine partners.

Research interviews were conducted by EKOS in 2018 and 2020. As in the previous research, a component of the work involves interviews with key individuals involved with or representing Indigenous groups that share ties to Canada’s coasts and waterways. EKOS, an independent market research company, is conducting interviews by telephone in English or French, and the interviews are expected to last 45 minutes.

Your responses will be kept completely confidential, and findings will be reported in aggregate form and not attributed to you as an individual. This interview will allow you to voice your opinions and recommendations with regards to the Oceans Protection Plan. Data collected during the interview will inform how the Plan can build meaningful partnerships with Indigenous peoples through the next iteration of the Oceans Protection Plan. The Public Opinion Research results will be shared with all participants by approximately August 2022. Thank you for taking the time to share your valued knowledge for this research.

My name is _____ and I work for EKOS Research Associates on this project and have been involved in this study in 2018, 2020 and now in 2022. I will be recording this interview for the purposes of accurate notes later on but your responses will be kept completely confidential. Is this acceptable to you?

Please note that some of these questions may not apply to your experience or you may not have enough information to answer. If this is the case, please let me know.

1. What do Canada’s ocean and/or waterways mean to you and your community?
 - a. Why are oceans and/or waterways important to you?
 - b. Is marine shipping⁶ important to you and your community? How so?
 - c. How is marine shipping affecting your community (in the past and in the present)?

⁶ The shipment of goods (cargo) by ocean or waterway.

2. How do you see the role of the Government of Canada in developing marine safety⁷ including safe shipping in your area?
 - a. How can the Government of Canada improve the prevention of and response to marine pollution incidents?
3. Do you feel that Indigenous communities should have a larger role in protecting Canada's coast? What role should your community have?
4. What do you think of the Government of Canada providing Indigenous communities with training and equipment to help protect Canada's coasts and waterways, including preventing and responding to accidents, as well as generating science related to marine safety?
5. How else can the Government of Canada work with Indigenous and coastal communities to protect Canada's coast?
6. What are some of the ways the Government of Canada could collect input and feedback about marine safety from your community?
7. Have you heard about the Oceans Protection Plan? What did you hear?
8. Do you feel you have a good understanding of what the Oceans Protection Plan is?
9. What are some ways the Government of Canada could support a better understanding of the Oceans Protection Plan within your community?
 - a. What about in-person meetings? Would virtual meetings be useful? Social media? Information on a website? Direct mail? Dialogue forums/workshops? Anything else?
10. Are you and your community currently involved or planning to be involved in delivering the Oceans Protection Plan? In what ways?
11. Do you feel that the Oceans Protection Plan can help Indigenous communities play a stronger role in decisions about marine safety? Why/Why not? If not, is there anything that can be done to change this?
12. What is working well with regards to the Oceans Protection Plan?
13. What could be improved with regards to the Oceans Protection Plan?

⁷ The protection of life and the environment through the safe movement of all forms of water transportation.

14. How can partnerships between the Government of Canada and Indigenous communities be created or sustained?
- a. What are the best ways to make sure these are effective partnerships?
 - b. What do you consider to be a “meaningful partnership”?
 - c. How can “meaningful partnerships” be measured?
 - d. Is the Oceans Protection Plan an effective tool to help create and maintain meaningful partnerships?